SPECIAL REPORT ON CHICAGO AREA SESSIONS

MARCH 20, 1967

RAILWAY AGE

THE TRANSPORTATION WEEKLY

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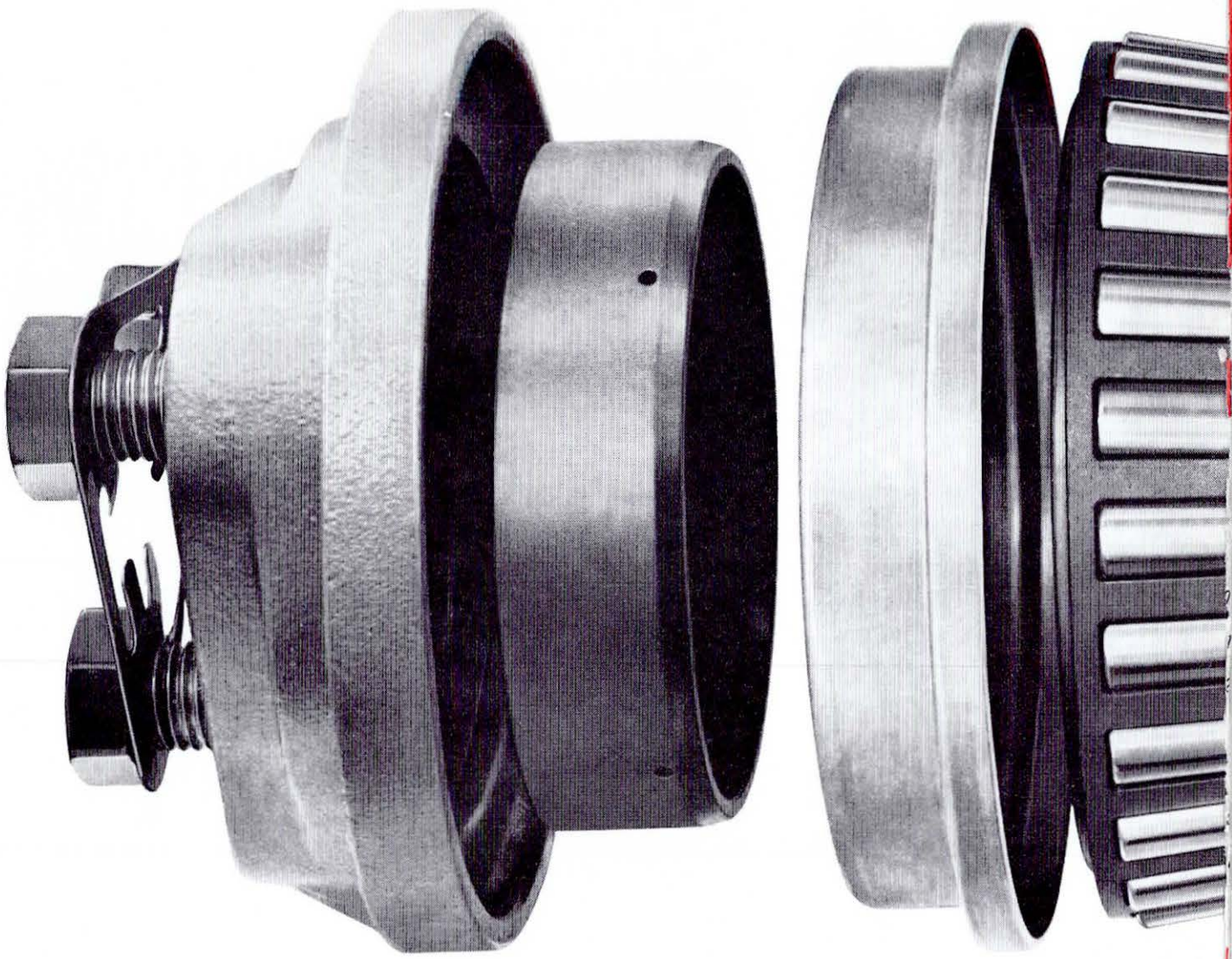

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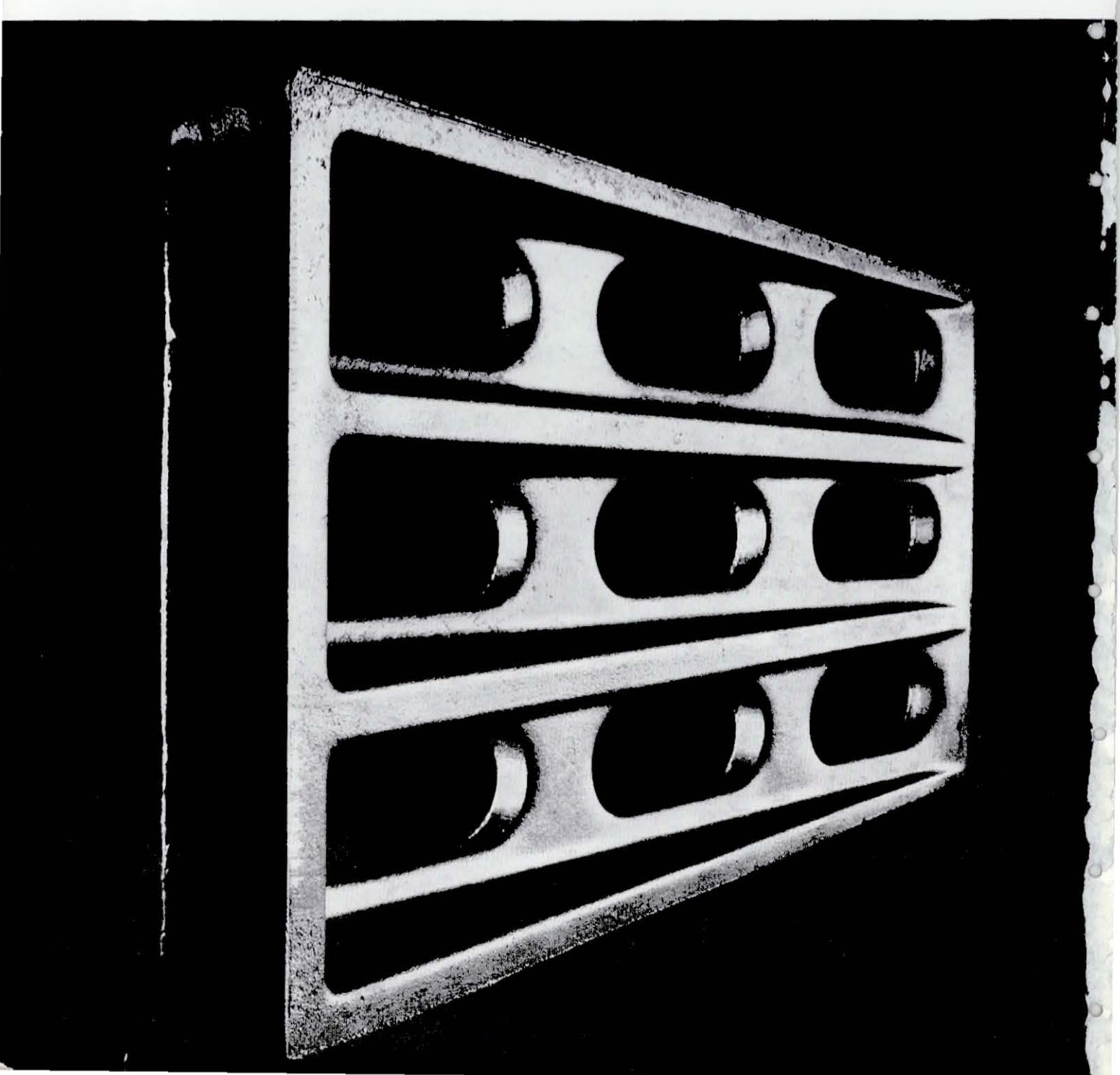

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Improved methods and equipment have cut costs of shipping lumber—and the cars get loaded faster.

17 Engineer is no longer the "forgotten man"

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22 Operations jackpot at Santa Fe yard

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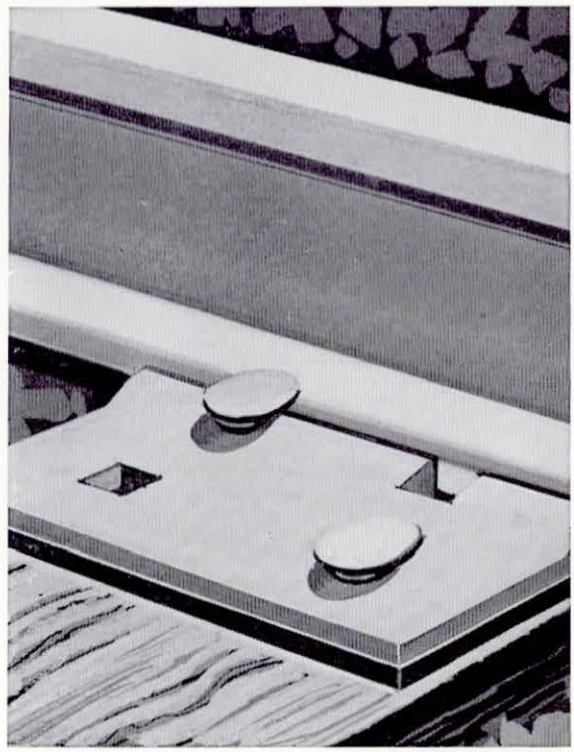

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SHORT AND SIGNIFICANT

Four non-ops serve new job-security demands

Employment stabilization is the issue again, in notices served last week by four non-operating unions on most U.S. railroads. The organizations—the Brotherhood of Maintenance of Way Employes, Transportation-Communication Employees, Brotherhood of Railroad Signalmen, and Hotel & Restaurant Employees—are asking for a substantial package, including supplemental unemployment insurance under which a carrier would have to make up the difference between Railroad Unemployment Insurance Act benefits and $14.40 per day for each unemployed individual covered. Among the other demands: A guarantee of not less than 40 hours' pay per week for non-seasonal employees; new and tight restrictions on discontinuance of positions; severe restrictions on contracting-out of work; and a prohibition on technological, operational and/or organizational changes being made without agreement with the union involved. Indications are that the organizations expect national handling, and that they want it to begin by mid-May.

Kansas Republican appointed to ICC

President Johnson has sent to the Senate for confirmation his appointment of George M. Stafford to be a member of the Interstate Commerce Commission. Stafford has been administrative assistant to Sen. Frank Carlson of Kansas, and, like the senator, is a Republican. No Democrat can be appointed to any present vacancy on the Commission, which already has its legal limit of six Democrats. Stafford, whose confirmation by the Senate is expected, will succeed former Commissioner Howard G. Freas, who retired at the end of last year. Another vacancy will be created April 1 when Commissioner Charles A. Webb leaves to become president of the National Association of Motor Bus Owners. The term of Commissioner Abe McGregor Goff expired at the end of last year, but he wants reappointment and continues to serve under that provision of the Interstate Commerce Act which leaves a Commissioner on the job until his successor qualifies.

Promotion pays off for PRR passenger service

The Pennsylvania earned more than $3.2 million in additional passenger gross revenues last year as a result of bargain fares and its continuing promotional programs. John B. Dorrance, Jr., general manager of passenger sales, said the PRR's special weekend fares between cities on the New York-Washington line, cutting round-trip ticket costs by one-third, added about 300,000 passengers during the year and brought in $1,862,000 in revenues. This was an increase of 7% over the 1965 World's Fair year. Ladies Day fares, cutting regular round-trip tickets almost in half on Wednesdays and Thursdays, attracted 72,500 women who paid the railroad $367,000 to visit New York from Philadelphia, Wilmington, Baltimore and Washington. During 1966, special trains for school groups, football, baseball and racing fans, and other groups produced $1,118,500 in extra passenger revenues.

Railroad safety is showing improvement

Interstate Commerce Commission safety figures for the first eight months of 1966 show that casualties to railroad employees on duty—which account for about two thirds of total rail casualties—were down 4.7% from the same 1965 period, and 10.7% from 1964. Discounting grade crossing accidents, which are beyond the ability of locomotive crews to control, total casualties for the first eight months of last year were down 4% from the 1965 period, and 10.8% below 1964.

MONDAY MORNING REPORT

The continuing drama of the Exhibition

If Shakespeare were alive today, what a drama he might be able to build around the ups and downs, the ins and outs, and the roundabouts of the 1967 American Railway Progress Exposition. Being a playwright instead of a railroad man or a railroad supplier, and knowing only a part of the story, he might be tempted to peddle his play as a second section of "Love's Labor's Lost," or perhaps, cruelly, "Much Ado About Nothing." And it probably wouldn't sell. After the events of the past several weeks, nobody could really be blamed for prefering to read little, hear less, and say nothing, about that which was to have been the greatest railroad show of all time.

Timing: Who knew what LBJ would do?

The trigger for the action, of course, was the announcement—made before a packed house at AREA Mar. 9 in Chicago—that the Exhibition had been cancelled. And what the announcement lacked in drama—most every body seemed to know it was coming—it more than made up in an accidentally masochistic timing that was little short of incredible. While the big show's planners were getting ready to break their story, President Johnson was working on one of his own—his request that Congress restore the 7% investment tax credit.

The debate renewed: To show or not to show

Then came what might be referred to as the Exhibition's "to be or not to be" period. In calling off the show, virtually every public utterance was tied to the investment credit. The Combined Railway Suppliers had notified exhibitors that "the AAR board of directors has advised us that because of the implications of the indefinite status of the reinstatement of the 7% tax investment credit they strongly recommend that the Exhibits be postponed. We feel for this reason we have no recourse but to cancel." In a letter to AAR President Daniel P. Loomis, the CRS said that "on account of the urging of the board of directors of the AAR, the CRS Executive Committee has notified the 340 railroad suppliers who were planning to exhibit that the Exhibition is cancelled."

On industry service: Get the house in order

At this point, with the President proposing restoration and with sympathetic comments coming from Capitol Hill, those suppliers who had wanted the exhibition felt reinforced in their opinions. Some of those who had been less than firm, either way, seemed to be leaning toward reinstatement of the show. Those who had opposed didn't appear inclined to flip-flop. As a top officer of one car builder put it, (1) railroads would need time to put buying schedules into gear once again, (2) suppliers would be spending the summer patching holes in their production operation, and (3) substantial engineering efforts would likely be required at just about the time the show would be taking place. This builder's sum-up: "We can best serve the industry by getting our house in order. That takes precedence."

No big show—but how about smaller ones?

And in the end, the no-show position held. Acting on the basis of information available regarding space, CRS notified the AAR that the cancellation would stick. After that, about all that could be said—as of March 16—was that there wouldn't be a big show, but there quite probably would be exhibits of some sort at various autumn meetings, assuming their schedules held. And Shakespeare, were he on hand, would probably be hopping the next plane for Stratford, for a long rest.

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WEEKLY
MARCH 20, 1967

WEEK AT A GLANCE

ICC will revamp after losses to D.O.T.

Transfer of the ICC's safety functions to the new Department of Transportation will bring several changes in the Commission's organization. The revamped plan was outlined last week by Chairman William H. Tucker. It becomes effective April 1, when D.O.T. will open for business by order of President Johnson.

Commission functions to be transferred are principally those relating to railroads and motor carrier safety, and administration of the Standard Time Act. The railroad safety functions will go to D.O.T.'s Federal Railroad Administration which will be headed by A. Sheffer Lang as administrator (RA, Mar. 13, p. 8). Motor carrier safety functions will go to the Federal Highway Administration headed by Administrator Lowell Bridwell.

The ICC's Chairman said the Commission will lose about 430 employees, representing 17% of its total staff. The transfer will also mean a cut of about $5 million in the ICC's annual budget, Tucker added. As he outlined them, the planned organization changes include the following:

1. The number of bureaus in the Washington headquarters will be reduced from six to five. The railroad safety functions to be transferred, and the car service functions which will stay at the Commission, are now in its Bureau of Safety and Service. That bureau will be abolished, and the car service function will be put in a Section of Railroads in a new Bureau of Operations. That bureau, which will also have a Section of Motor Carriers, will replace the present Bureau of Operations and Compliance. The Commission's investigative functions will also be assigned to the new bureau that will be established.

2. The number of field regions will be reduced from seven to six by consolidating the Portland, Ore., regional office with San Francisco's.

3. Thirteen offices, now functioning as district offices of the Bureau of Operations and Compliance, will become field offices aligned under the six regions.

4. Four field offices, concerned only with railroad safety, will be transferred to D.O.T. They are at Mobile, Ala., Tampa, Fla., Duluth, Minn., and Great Falls, Mont.

Some safety recommendations after a tragedy

Safety at railroad-highway crossings is the subject of a brief filed by the ICC's Bureau of Enforcement, in connection with the Commission's investigation of an accident on the Boston & Maine last Dec. 28 when 13 persons died and many others were injured (RA, Jan. 23, p. 14). The tragedy occurred when an oil tank truck stalled on the tracks and was hit by a B&M Buddliner. The Bureau found no violation of federal laws or regulations but did make some proposals that, hopefully, will prevent such accidents in the future.

Among the recommendations: Trucks carrying dangerous cargos should be equipped with warning signals and special lights that would go on when the vehicle is disabled; trucks be equipped with devices for quick release of locked brakes; designated railroad crossings (grade separations or adequately protected grade crossings) be used by trucks carrying dangerous cargos; that means be provided for automatic operation of block signals on a railroad when a motor vehicle is stalled on tracks at a crossing; that rail speed be curbed at crossings in congested areas; and that railroad passenger cars be provided with prominently marked emergency escape exits at both ends of the car. The Bureau also recommended that rail passenger cars built in the future be strengthened and have push-out emergency door panels.

Chicago gets $45.9 million for transit

The Chicago Transit Authority got the official word last week that it will be granted $45,942,999 by the federal government to finance capital improvements. The U.S. Department of Housing and Urban Development approved the funds, which will be provided under the Urban Mass Transportation Program. Announcement of the grants was made by HUD Secretary Robert C. Weaver.

The CTA will spend the money to help finance about 15 miles of extensions to the rapid transit system along the Dan Ryan and John F. Kennedy expressways.

A financial crisis for the Jersey Central

The Jersey Central has made an urgent appeal to the New Jersey Legislature for an additional $2 million from the state to avert immediate bankruptcy. The funds requested would be just enough, says the railroad, to cover the $7-million loss sustained by CNJ from passsenger operations last year. The state has authorized only $5 million.

"Without a supplementary appropriation of $2 million to cover actual passenger losses as supported by ICC accounting, CNJ receivership is inevitable," CNJ President Perry M. Shoemaker said last week. He said the additional cash outlay "is modest indeed in comparison with public funds that would be required in a receivership if the railroad is to continue to meet the vital needs of commuters and industry in the state."

Shoemaker said that since CNJ emerged from bankruptcy in 1949 it has suffered passenger losses of more than $125 million. The state has paid the road some $16 million to offset the passenger deficit during that period. In its appeal to the Legislature, set in a question and answer format, the railroad points out that it has exhausted its credit, has sold off many of its assets, and that without the state funds there is no known alternative to insolvency.

GUS WELTY'S LINES ON LABOR

WELTY

TINKERING with management-labor relations has always been a favorite indoor sport—but seldom have there been more participants than there seem to be today. Maybe this reflects irritation at the more-than-occasional inability of negotiators to reach their goal—which is, after all, agreement. Maybe it reflects a feeling that the ways and means of handling management-labor differences of opinion haven't been kept up-to-date. Whatever the reasons, both insiders and outsiders continue to have their say about what is, what should be, and what ought to be done to turn what-should-be into what-is.

FROM THE INSIDE come comments from R.C. Smith, chief negotiator for a group of non-op unions which recently reached a settlement of a bitter wage dispute with Canada's major railroads. Employees represented by the seven organizations will get a 24% pay boost, spread over three years. But, while Smith could be satisfied with the outcome itself, he's not happy with all the events leading up to agreement. Neither side, he said, covered itself with glory—and "this unhappy situation is not to be repeated. New machinery is needed to improve bargaining procedures and industrial relationships between management and unions on the railways."

FROM THE OUTSIDE come comments from A.H. Raskin, one of the nation's most respected labor reporters and writers and now assistant editorial page editor of the New York Times. As Raskin notes, "many observers have long been convinced that nothing contributes more to enshrining muscle as the determinant of equity in labor-management relations than [the] addiction to crisis bargaining as the only effective road to a settlement." And then he goes on to point out, rather conclusively and with examples, that the strike-deadline club doesn't really have to be part of the decor in the negotiating room.

IN BOTH COMMENTARIES there is a common thread—the reference to situations in which a continuing dialogue between the parties either would help (Smith) or actually has helped (Raskin). And in both commentaries there's more than a hint of disgust with the timeworn, time-weary, but time-honored forms that collective bargaining still so often takes.

ALL OF THIS BECOMES VITAL, now, in consideration of the state of affairs in the railroad industry—where three operating unions have wage cases open, and where an emergency board has recommended a pattern 5% increase for six shopcraft organizations whose leaders had been hoping for more. Over the past five years, the railroad industry has been no stranger to the strike deadline and the crisis bargain. History could repeat. And still, the plaintive question has to be raised; Does it have to be this way?

National is in the vanguard of design and development of specialized products to make unit trains a practical reality. Take, for example, the National Rotary F Interlocking Coupler that permits high-speed rotary dumping without uncoupling . . . the NC-440 Rubber Draft Gear

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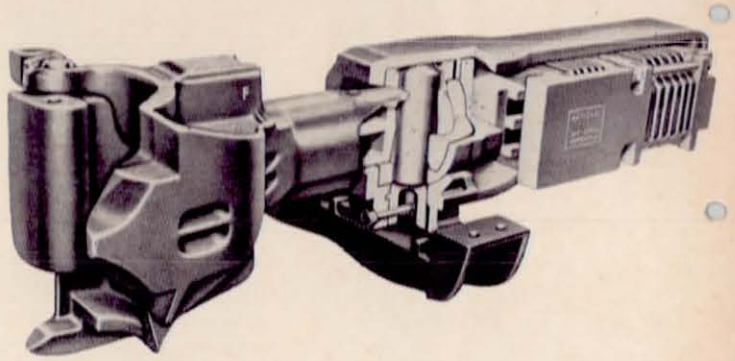
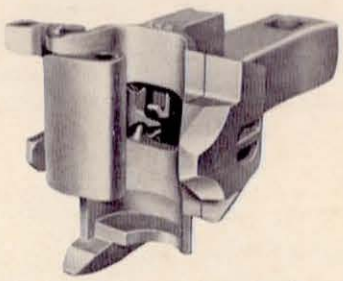
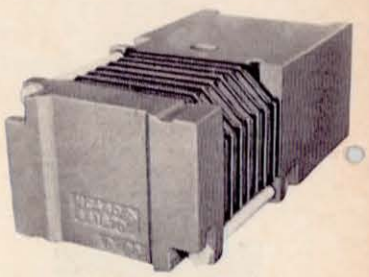


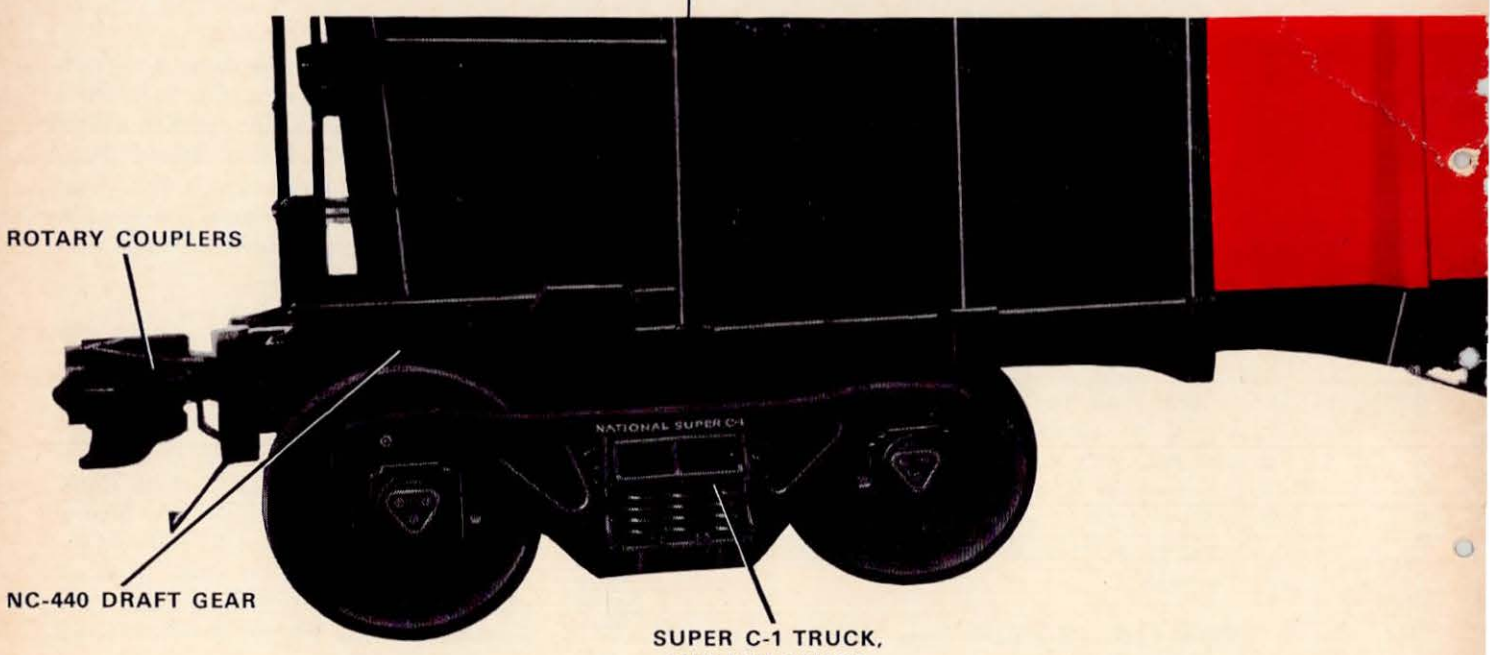
National Rotary F Interlocking Coupler is used on one end of car only. Permits 180° rotation of solid-bottom cars for fast dumping in any weather without uncoupling.



National Type F Interlocking Coupler is used at opposite end of car. Type F and Rotary F are cast in high strength alloy steel for higher loads and accelerations of unit train operation. Both couplers are equipped with improved knuckles of special alloy steel having 40% greater yield strength than standard F51-HT-S knuckles.



National Rubber Draft Gears. National MF-400A with full cushioning capacity of 72,500 ft-lb at 1,237,000 lbs force and 3.375 inches travel, or new National NC-440 (shown) with 85,000 ft-lb full cushioning capacity at 1,200,000 lbs force and 3.90 inches travel, protects car structure.



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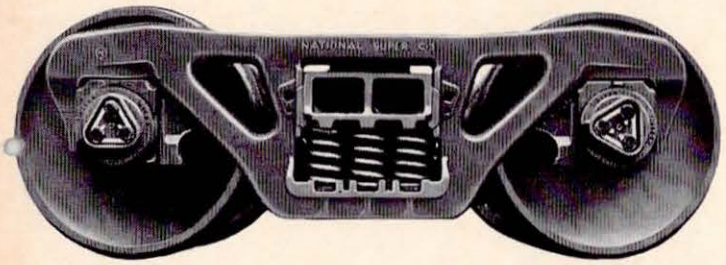

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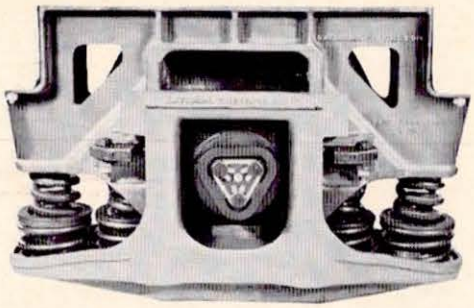

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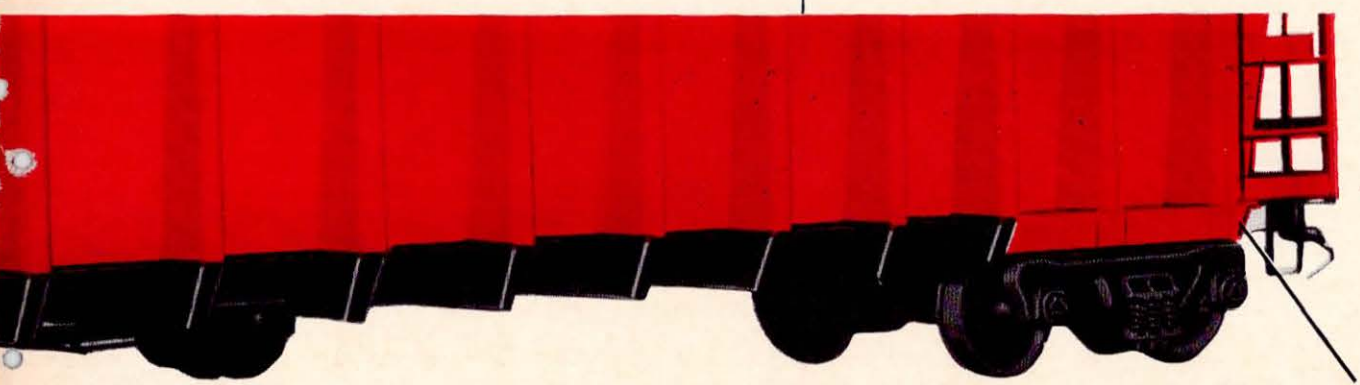

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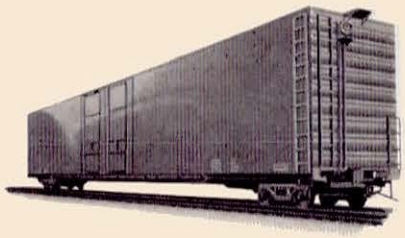

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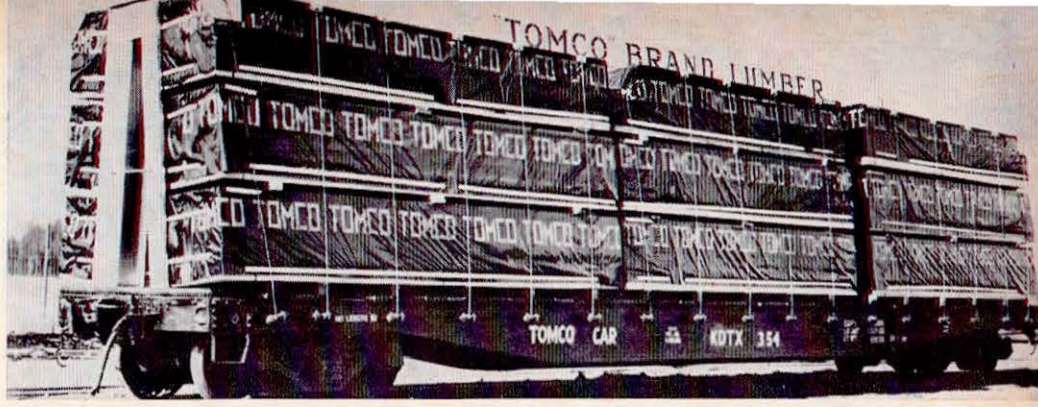


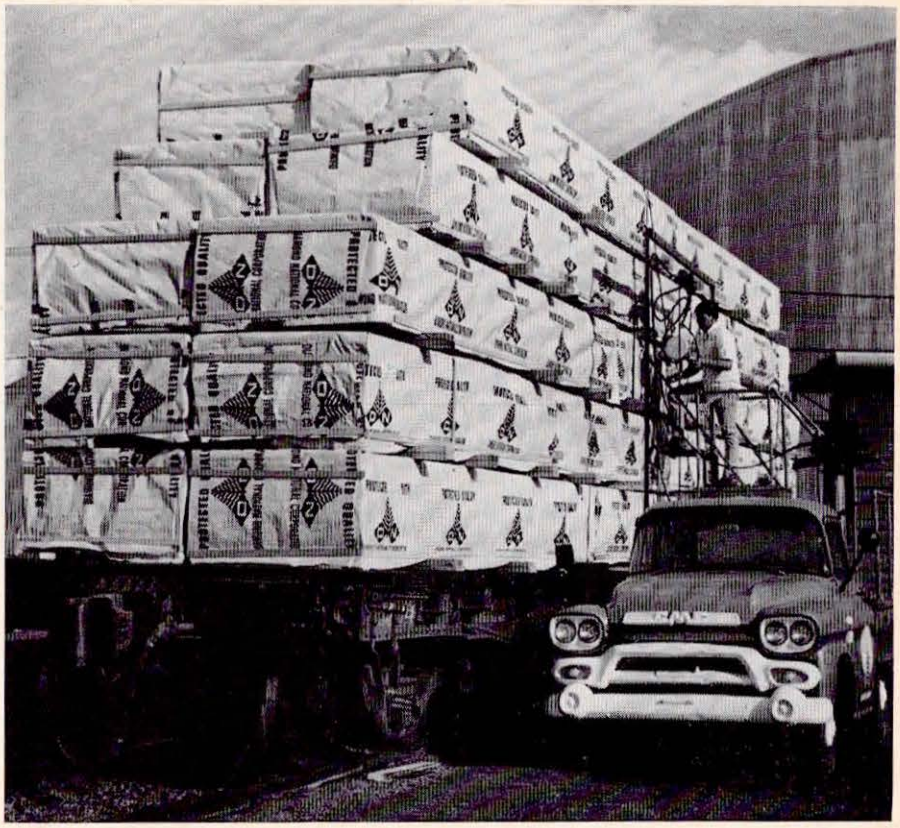
CAR DESIGN, lumber packaging team to cut costs with Tomlinson's flat-car fleet.

Costs have been cut and cars are loaded faster as techniques and equipment steadily improve.

The transition from box-car to flat-car loading for a growing proportion of lumber shipments is being accompanied by steady refinement in packaged loading methods.

Typical of the improvements are a recent advance in the efficiency of banding loads on conventional flat cars and, simultaneously, the growth of a privately owned car fleet on which banding is not even necessary.

The private car fleet is that of K.D. Tomlinson, a Duluth, Minn., lumberman. The KDTX (or Tomco) cars, now numbering almost 300, are hauling not only Tomlinson's own products, but are also leased to Anaconda Forest Products and Edward Hines Lumber Co. Boise Cascade and Nikkel Lumber Co. have done considerable testing of Tomco cars.



MOBILE STRAPPER has speeded the securement of loads on conventional cars.

● **More economical loading.** Like the thousands of bulkhead and chain-tie-down flat cars which railroads have made available to their lumber shippers over the past half dozen years, Tomlinson's goal was a more economical, trouble-free loading method. The 50-ton bulkhead-equipped Tomco cars have a steel A-frame extending the 50 feet down the car's center line between the bulkheads. The car deck is arranged so that the load is tilted inward against the A-frame with gravity having a major role in holding it there. In place of heavy, expendable strapping, there are permanent tie-downs consisting of steel cables mounted on winches spaced at 30-inch intervals along the side sills. When extended up over a load, they are secured to short lengths of chain mounted along the top of the A-frame.

Unloading is easy, Tomlinson points out, because "there's no strapping to cut and all the securing equipment goes back with the car." Loading and shipping have their own peculiar problems. For years, the lumber industry has relied on polyethylene sheeting for covering flat-car loads of building products such as gypsum board.

● **Wrapping problem.** The covering of finished lumber involves special problems. The lumber industry and its sister industry, paper, did develop a plastic-coated kraft paper for packaging forest products for flat-car shipment and outdoor storage.

When Tomlinson became interested in a car which would reduce the costs of securing packaged lumber, he simultaneously sought an economical covering. Polyethylene sheeting was the most promising contender. On a pure cost basis, polyethylene offered the best protection, but some shippers and paper manufacturers insisted that lumber (moisture content of which is critical and closely specified in the industry) must be allowed to "breathe" while protected from direct wetting by weather.

● **Non-breathing sheeting.** Tomlinson investigated further. He tried air-tight wrapping of a combination of lumber whose moisture content varied from about 14 to 25%—in the same package. He reasoned that the "wet" lumber would "steam off" some of its moisture, which would then migrate under sealed conditions to the drier wood. Under actual shipping and storing conditions, this proved out. Tomlinson has stayed with the "non-breathing" plastic sheeting ever since.

It was not until development of Monsanto Dub'l-Tuf high-strength copolymer sheeting, however, that Tomlinson found a material that would handle easily in either hand-wrapping or machine-wrapping, and that would success-

LUTHER MILLER

AS THE EDITOR SEES IT . . .

THE WEEK THAT WAS—The page of Railway Age partially reproduced below is one that our readers will never see in any other form. That's because we decided to throw it away. It was at one time the opening page—The Week at a Glance—of our March 13 issue. It contained the news, phoned from Chicago just hours ahead of deadline, that the American Railway Progress Exposition had been cancelled—victim of the 7%-investment-tax-credit suspension. It also contained a story with the prophetic headline, "Pressures mount for suspending the suspension."

These late-breaking stories were written on Thursday morning, March 9; rushed to typesetters; made up into page form; and, at 3:30 that afternoon, released for printing. The presses were ready to roll for the Friday mailing that insures that most of our readers get their copies on Monday.

The news we rushed into print was bleak, but important. Professionally speaking, we were pretty proud that we had once again successfully fought a deadline.

As it turned out, we had just begun to fight.

A FLASH FROM WASHINGTON—In late afternoon I was attending a Reading Railroad film showing in mid-town New York when a phone call summoned me to the projection room. Washington Editor Walter Taft was flashing the news, from the White House press room, that President Johnson was moving to restore the 7% investment tax credit.

This was vital news for our industry—and it was important that it be put into a context especially meaningful for railroad men. Would reinstatement of the tax credit, for example, lead to reconsideration of the Chicago show?

Remaking a magazine after it has been released for the presses can be costly. But a newsweekly really has no choice.

BATTLE STATIONS—A procedure long familiar to our editors went into effect. A telephone call stopped our presses in Orange, Conn. In New York, Transit Editor Joe Asher joined me in what the TV lads call the anchor slot. Walter Taft left the White House and returned to our Washington offices. Senior Editor Gus Welty went into action in Chicago. News Editor Ed Donlon drove from his Westport home to our printshop and stood by.

For an hour we bombarded everyone we knew, in places high and low, with phone calls. What did it all mean? Was the show on, or was it off? (As it turned out, the show was still off.) Two hours after the White House flash, we were again ready to go to press.

MARCH 13, 1967

WEEK AT A GLANCE

At last it's official: The show won't go o

After weeks of behind-the-scenes maneuvering on the part of all concerned, the Combined Railway Suppliers executive committee has reluctantly given in to demands that the American Railway Progress Exposition be cancelled. Kenneth Cavins, chairman of the CRS committee, sent the following letter, dated March 8, to Daniel P. Loomis, president of the Association of American Railroads:

"On account of the urging of the board of directors of the AAR, the CRS 1967 executive committee has notified the 340 railroad suppliers who were planning to exhibit next October that the Exposition is cancelled.

In taking this action, the committee feels that it has broken faith with the suppliers. The understanding was that the show would be held unless the government or the railroads should restrict or prohibit meetings coincident with the Exposition.

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Pressures mount for suspending the

The advocates of early re-instatement of the 7% investment tax credit received implicit support last week from an unexpected source: the Administra-

6%

Why the shop talk? Well, it happens that March is Specialized Business Press Month, and in honor of the occasion Vice President Hubert Humphrey (as quoted in Iron Age) listed the cardinal virtues of a good business magazine: "Authoritative, factual, timely." Timely—that's the word. It seemed appropriate, at this time, to tell you how we try to stay that way.

fully withstand the effects of weather and wind. According to Monsanto, the new material has wear and tear resistance considerably greater than that of conventional polyethylene. It also has high tensile strength and marked resistance to cracking at the sharp folds and turns found in wrapping angular, sharp-edged material such as lumber.

● **For conventional cars.** A 50% increase in the efficiency of securing packaged lumber on conventional flat cars has resulted from the adoption of "mobile strapping stations" by two California lumber mills. Such a "station"—really a pick-up truck fitted with a powered strapping machine, work platform, and necessary supplies—can move readily from car to car.

Chicago-based Interlake Steel has worked with Feather River Lumber at Loyalton, Calif., and Diamond National at Red Bluff, Calif., to put two such trucks in service. Compared with previous experience with strapping using hand tools, both forest products producers say that their new units make it possible to do a car 50% faster, cut labor costs 50%, reduce material costs 10%, and make working conditions safer.

● **Inexpensive equipment.** Both trucks were inexpensive to equip. The station consists of an Interlake A14 pneumatic combination strapping machine, a pedestal to support a strapping dispenser, and a counterbalanced work platform. An air compressor, driven from the truck engine, powers the strapping machine and can also be used for a pneumatic nailer.

With the hand method, strapping had to be cut beforehand. Two men then would spend an hour climbing over the load to secure it, sometimes damaging the paper-wrapped packages in the process. Now, powered strapping and the mobile station let the two men strap a car in 30 minutes. All cars to be loaded can be strapped simply by moving the station to different points along each of them.

● **Simplified securement.** Strapping is fed from the dispenser through the load. A helper on the other side helps align the strapping and passes it back to the operator. The strapping is then inserted into the A14 and edge protectors, if used, are placed by both the operator and his helper. The strapping is tightened to a preset tension of 3,000 pounds at 90 pounds per square inch by pressing the tension button, insuring uniformly tight loads. The strapping is then sealed and cut with a press of the sealing button. The station is moved five times to strap an entire car. All the strapping is done from one side, eliminating any need to climb on top of the load. ■

MEN WHO CAN DREAM and then put those dreams onto blueprints are a vital need of today's railroad industry. So said Wayne A. Johnston (at rostrum), when he addressed the annual luncheon of the AREA meeting in Chicago's Conrad Hilton Hotel.

Engineers assured of full partnership on railroad team

Rex Manion tells AREA meeting that civil engineering officers are a basic element in planning the railroad industry's future.

The American railroad civil engineer knows what it means to be the forgotten man. That traditionally has been his lot when larger and heavier cars or locomotives are on the drawing boards. Nobody thinks to tell him what's coming, and so repeatedly he has found himself in the position of striving, sometimes almost frantically, to upgrade his tracks and bridges to handle heavier or larger loads that have suddenly appeared on the scene.

Now all this has been changed. Engineering officers have been advised that they have been made "full partners" in the planning and development of changes in railroad equipment and services.

This advice came in an address by Rex R. Manion, vice president of the AAR's Operations and Maintenance Department, on March 9 before the annual meeting of the American Railway Engineering Association in Chicago. Later, Wayne A. Johnston, board chairman of the Illinois Central, speaking at the AREA's annual luncheon, added his thoughts on the role of the engineer in determining what kind of railroad system "we expect to have in the future."

• **Full 'partnership' needed.** In developing the "partnership" theme Manion said engineering officers must be involved in planning the future of railroads. Not only that, he said, but their involvement must result in the execution of engineering and maintenance projects aimed at keeping the fixed properties in step "with the changes taking place in the industry's ability to be competitive, to provide better transportation service and to attract and hold new business. This is to say that the economic and traffic benefits of the use of more efficient and capacious equipment cannot be realized—either by railroads or their patrons—if the track and structures cannot accommodate their use."

These considerations led Manion to the conclusion that "design, construction and maintenance engineers must, perforce, be a full partner in the planning and development of such changes. As part of the process of service and equipment improvement, parallel and related changes in physical plant must take place. These changes must occur in order to achieve full use of new equipment and services and to secure full benefit from available economies."

• **Role of the AREA.** As background for an explanation of how the partnership idea is to be put into effect Manion made note of the fact that the AREA, in addition to serving as a professional association developing standards and recommended practices for railroad engineers, serves also as the Engineering Division of the AAR. He went on to say that the several divisions of the AAR's Operations and Maintenance department "provide the forums for analysis and discussion of industry problems, and a principal source for their solutions, as well as the mechanism for action within the provisions of certain statutes and agreements."

Apparently the existing organization of the Engineering Division did not meet the greater need for interdepartmental cooperation that had been brought about by developments in the industry. Several years ago it was recognized, said Manion, that there was a need to develop more formal rules of organization for the Engineering Division than those in existence. Most important among these needs, he indicated, was a procedure providing for official representation in the Engineering Division of member roads. Also needed was a mechanism for voting by these roads "on those problems requiring expression of the industry's desires or requirements."

• **New organization approved.** With

these needs in mind a new plan of organization for the Engineering Division and rules of order have been developed and approved. They were produced, said Manion, by E. W. Hodgkins, executive vice chairman of the Engineering Division, working with the AAR legal staff. In the new set-up it was essential, explained Manion, that the General Committee of the Engineering Division be territorially representative of the railroads.

The new structure he described as follows: The General Committee is composed of the same men as those on the AREA Board of Direction, except that non-railroaders and representatives from non-AAR member lines are not included. Officers of AREA are also the officers of the Engineering Division. The chairman, vice chairman, secretary and subcommittee chairmen and vice chairmen of AREA standing and special technical committees comprise the membership of the Engineering Division standing and special technical committees. Provision is made for the establishment of joint committees with other AAR committees.

Manion explained that this structure permits consideration of problems by the General Committee through the many AREA technical committees and subcommittees in the course of their regular work. This is done without duplicating committees and without requiring the same people to attend additional meetings on the same subjects.

● **Voting procedure.** A feature of the new organization brought out by Manion is that each AAR member road is entitled to representation in the Engineering Division and may designate to serve as its voting member an officer having charge of design, construction or repair of fixed properties. On questions or problems requiring the establishment of an industry position on fixed-property matters, votes will be cast by letter ballot by the voting members. The voting power of member roads shall be weighted on the basis of one vote for each 1,000 miles of road for line-haul members, or 1,000 miles or fraction thereof for switching and terminal member roads.

Manion noted that the establishment of the new procedures places the Engineering Division on a comparable footing with other divisions. "Having a means for expression of industry position from an engineering standpoint, the Division will now be in a greatly improved position to contribute to industry planning and progress," he said.

● **Studies not adequate.** Manion indicated the opinion that there may be areas where engineering effort has fallen short of needs. "In view of the complications that have arisen with the use of many of the large type cars, it would appear," he said, "that a real economic study of the need for upgrading track and structures, and particularly increasing rail size on certain lines and increasing the load capacity of bridges might not have been pursued adequately."

The long-car problem

Then he dropped this question in the laps of his listeners: "In consideration of the use of some of our long cars and the possibility of having to build even longer cars, may I ask to what extent have individual railroads examined their standards for crossover and turnout layouts, both in relation to curvature and in relation to other physical factors such as grades?"

Manion referred to the new federal Department of Transportation and its role in preparing over-all transport to meet the "colossal" coming demands of the American future. Then he said: "It doesn't take any magic crystal ball to foresee the day when the total national freight load will double—and then go on to double again. And even these multiplications on the freight front could well be dwarfed by the growth of travel volume."

● **Clear track for progress.** It is Manion's opinion that "we can realistically expect this new government organization to take positive action to straighten out the worst of the public policy distortions that have not only penalized the railroads but wasted national resources and badly unbalanced the nation's whole transport structure."

● **Needed: Billions.** In his address before the annual luncheon Johnston also expressed himself as being concerned about what kind of railroad system the country can expect to have in the future and how it is going to be paid for. "We are talking about billions of dollars," he said. He expects that part of the money will be made available through savings effected through mergers and consolidations, with the rest coming from new investments.

● **New officers elected.** Announcement of the new officers of the association, as elected by letter ballot, was made at the luncheon preceding Johnston's address. The new officers are: President—T. B. Hutcheson, chief engineer of the Seaboard Air Line, who was advanced from senior vice president; senior vice president—H. E. Wilson, assistant chief engineer system, Santa Fe, who was moved up automatically from junior vice president; junior vice president—H. M. Williamson, chief engineer system, Southern Pacific.

New directors are: E. Q. Johnson, chief engineer, Norfolk & Western; R. M. Brown, chief engineer, Union Pacific; J. M. Salmon, Jr., chief engineer, Clinchfield; and E. H. Waring, chief engineer, Denver & Rio Grande Western. ■

Railway Age serves breakfast to AREA members

Attendance at the Railway Age breakfast bar reflected the surprisingly large registration (848) for the 1½-day annual meeting of the American Railway Engineering Association. All 22 of the AREA's standing committees made reports to the meeting.

RLEA spells out its legislative program

The proposals—ranging from a merger moratorium to opposition to compulsory arbitration—face strong management resistance.

This year's legislative program of the Railway Labor Executives' Association calls for a moratorium on railroad mergers, increased government authority over the safety of railroad operations, and tightening amendments to the Interstate Commerce Act's Section 13a which has cleared the way for abandonment of some 600 passenger services since it was enacted as part of the 1958 Transportation Act.

RLEA also wants liberalizing amendments to the Railroad Retirement and Railroad Unemployment Insurance acts, and it will fight any proposed legislation to require compulsory arbitration of labor disputes. The program was announced in Washington last week.

● **Will fight strike-stoppers.** Released at the same time was a report on a study supporting the expressed opposition to compulsory arbitration. The study, by RLEA's research director, Michael Marsh, reviewed the railroad industry's past experience with what the announcement called "several kinds of anti-strike measures." The study's general conclusion is that most of the these had "worked unfairly for the employees."

This position, of course, is in conflict with a major feature of railroad management's 1967 legislative program, i.e., the call for legislation to make recommendations of Presidential emergency boards final and binding. Management may be expected to oppose most of the other features of the RLEA program too. It has opposed similar proposals in the past.

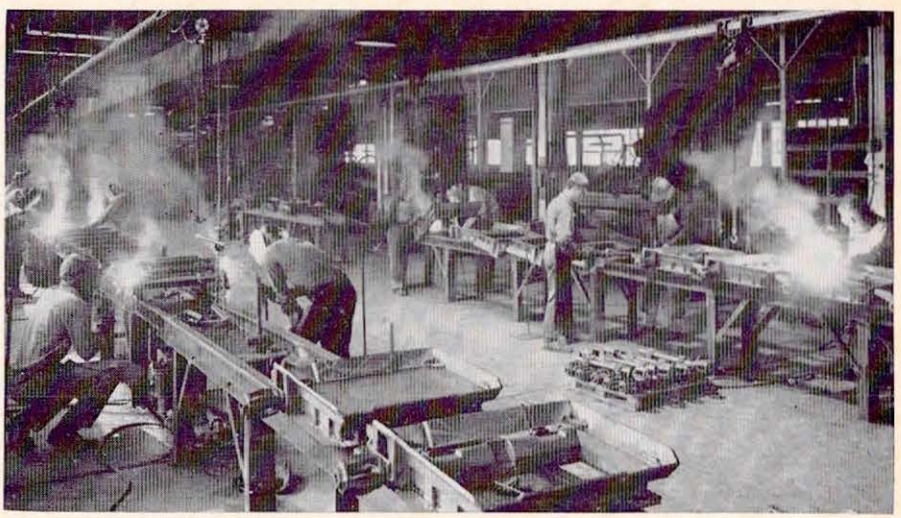
● **Mergers.** Arguing for its merger moratorium proposal, RLEA complains that the railroads, for nearly a decade, have been caught up in a "feverish" merger drive. The complaint goes on to say that the ICC, which once moved slowly in merger cases, has announced that it will now handle them "on an expedited basis."

"What is needed in the East and South," RLEA continues, "is time to assess the impact of these mergers on competing carriers and on regional transportation needs and to develop a coherent approach to those needs. In the West, separate merger proceedings are rapidly coming to the point of final decision. Here, the need for a new public-interest outlook, and coherent planning, is all the more imperative before irreversible piecemeal decisions are made. The essential new public interest factor is the role to be played by the Department of Transportation. The public interest demands that the ICC delay processing pending merger cases until D.O.T. development reaches a stage where the new department can both know and fulfill its functions in this area."

Implementation of this proposal would come with passage by Congress of either of two resolutions introduced last week in the Senate by Sen. Wayne Mores (D-Ore.), and in the House by Rep. John E. Moss, (D-Calif.). The resolutions are S.J.Res. 52, and H.J. Res 427. They call for development within a year of a master ground transportation plan as a joint ICC-D.O.T. project. During the year, a moratorium would be declared on railroad mergers and train discontinuances.

● **Train-offs and safety.** RLEA's proposed Section 13a tightener would convert train-off proceedings into something like line-abandonment cases. This would require that ICC approval of a discontinuance be accompanied by a certificate supported by findings that public convenience and necessity required the discontinuance. Also, it would give the Commission power to impose conditions for the protection of employees adversely affected. The Commission's proposed tightener of 13a is much milder than this (RA, Mar. 13, p.21).

Additional federal aid for mass transit is also part of RLEA's passenger-service program. Urban renewal projects could make far better use of the railroads, it says. It also favors expanding the government's High-Speed Ground Transportation program which is now readying its first demonstration to be staged in the Northeast Corridor between Washington and Boston. ■

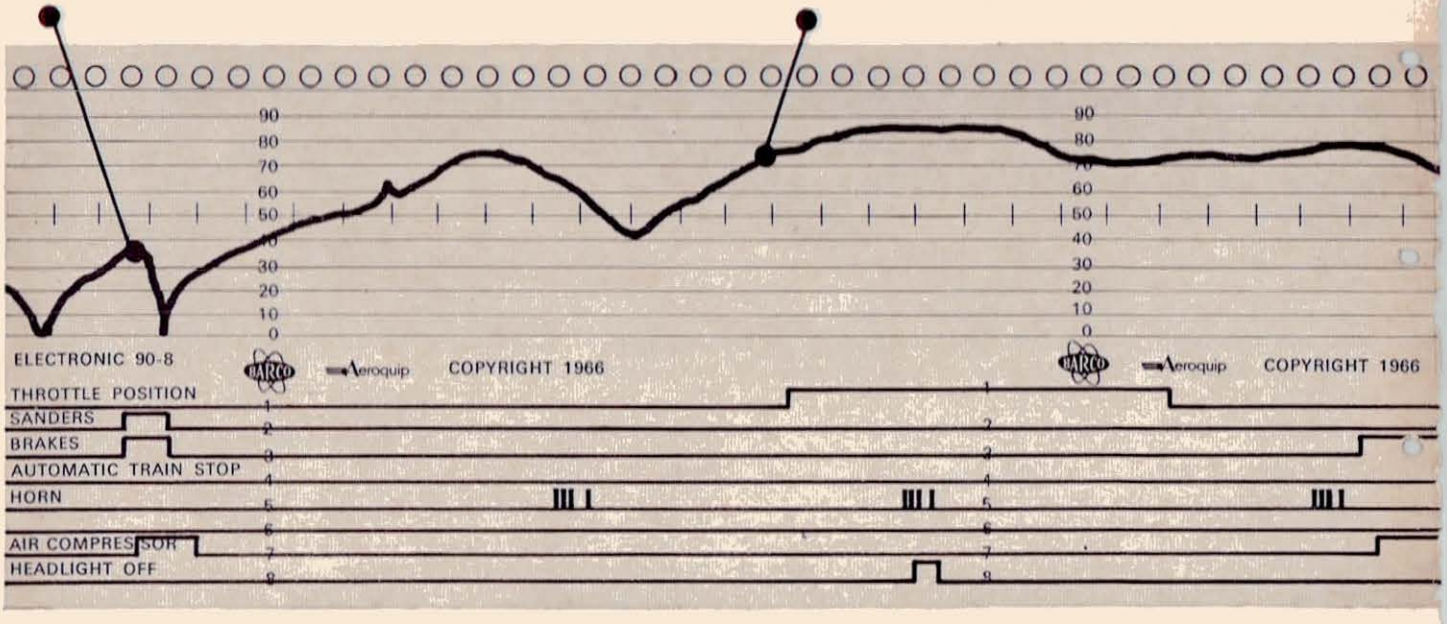


Wine expands parts production

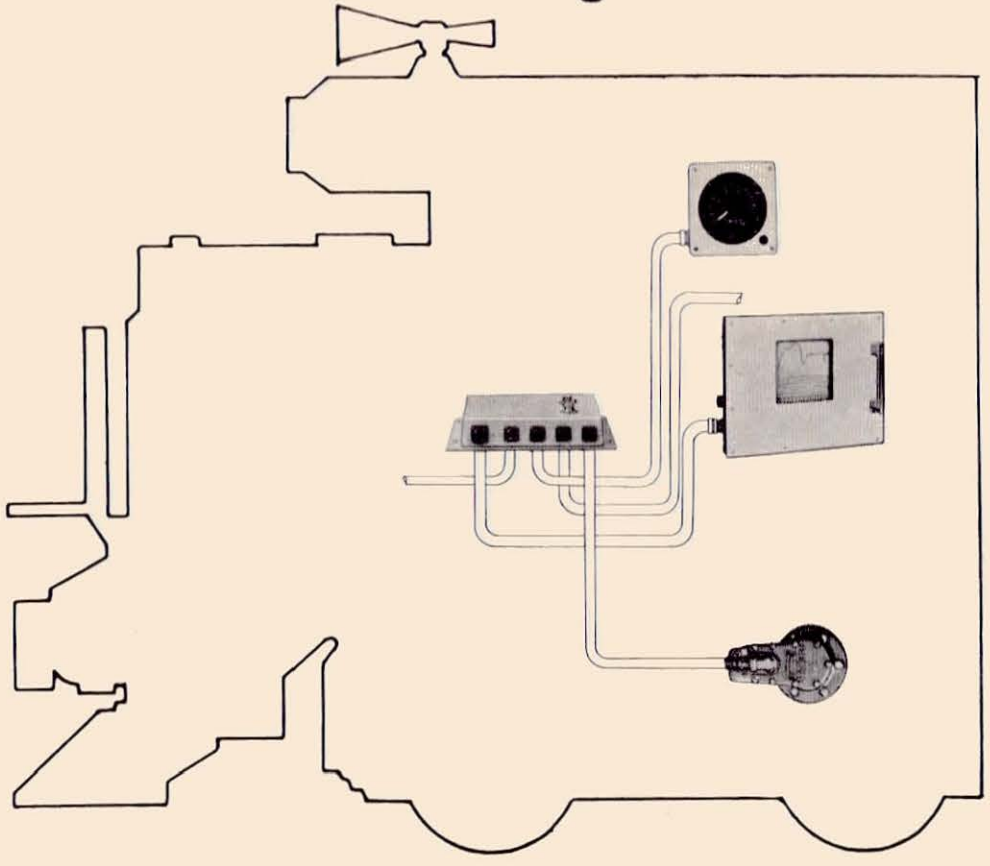
An old-line producer of freight-car parts has one of the industry's newest production facilities. Wine Railway Appliance Co. is now assembling its discharge gates for covered hopper cars in a new 25,000-sq-ft plant at Toledo, Ohio. Increased production of covered hoppers prompted the expansion. Wine, which pioneered in unloading arrangements for these dry bulk cars over 35 years ago, now has more than 400 discharge gates rolling off four assembly lines in its new facility daily. In addition to the discharge gates which are sold to car-builders and railroads fully assembled and ready for application, Wine produces a variety of other freight-car components. Along with its new plant on a 10-acre site, Wine continues to produce parts in the Toledo plant of Unitcast Corp., of which it is a division.

"Distance 3 miles,
Speed 35 mph., Brakes On,
Sanders used, Air Compressor On."

"Distance 16 miles,
Speed 75 mph.,
In Eighth Throttle Notch."



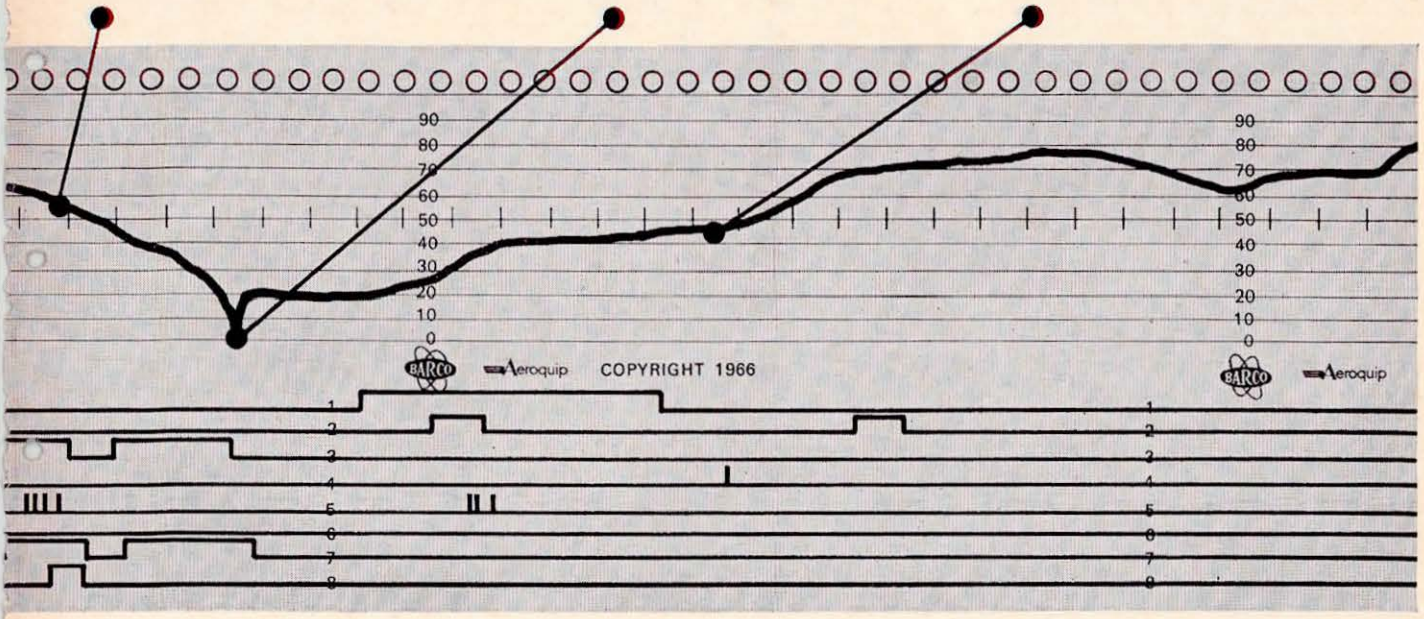
You'll be hearing a lot from it—



"Distance 32 miles, Speed 55 mph., Horn Sounded, Headlight Off."

"Distance 36 miles, Speed "0," Station Westbend."

"Distance 46 miles, Speed 45 mph., ATS Acknowledged."



New Barco Speed Information System

The new Barco Speed Information System is the latest development in modern, electronic instrumentation for today's railroads—from a manufacturer serving the industry for many years. Barco's completely integrated Speed Information System precisely indicates and records speed. But that's only the beginning. It also permanently records up to eight additional events, such as application of brakes, blowing horn—or any other event that can be represented by an on-off electrical signal. This highly reliable system enables you to measure and analyse locomotive operation and provides critical information for your legal and operating departments.

The Barco Speed Information System is available in two basic options: (SIS I) The complete system with speed indicator and recorder (including module, axle drive and interconnecting cables): (SIS II) Speed indicator, control module (with circuitry for addition of recorder if desired later), axle drive and interconnecting cables.

The Barco SIS precision speed indicator, included both in SIS I and SIS II, is available in two meter sizes: 4.00" diameter or 5.57" diameter. The smaller meter is specifically designed for console mounting, while the larger meter has its own case for mounting in any location.

Designed for rugged railroad service, the Barco SIS recorder is available in two additional options: (1) speed only, (2) speed and up to 8 events. It is highly accurate and may be installed anywhere, in the locomotive. Its heavy cast aluminum case supports the shock-mounted, swing-out chassis. This swing-out feature makes it easy to install new tape or remove the used-up portion of the tape.

The Barco Speed Information System offers maximum flexibility. All components are easily mounted and installed; all are designed to give excellent service to suit whatever operating information you may require.

Thinking modern? Think Barco Speed Information System. With its space-age solid-state components, this unit contributes to the efficient operation of today's progressive railroads. For complete information, call your Barco representative. Or write for Catalog 1112, Aeroquip Corporation, Barco Division, 500 Hough Street, Barrington, Illinois. *Aeroquip products are protected by patents internationally.*

BARCO SIS™

Aeroquip

BARCO DIVISION

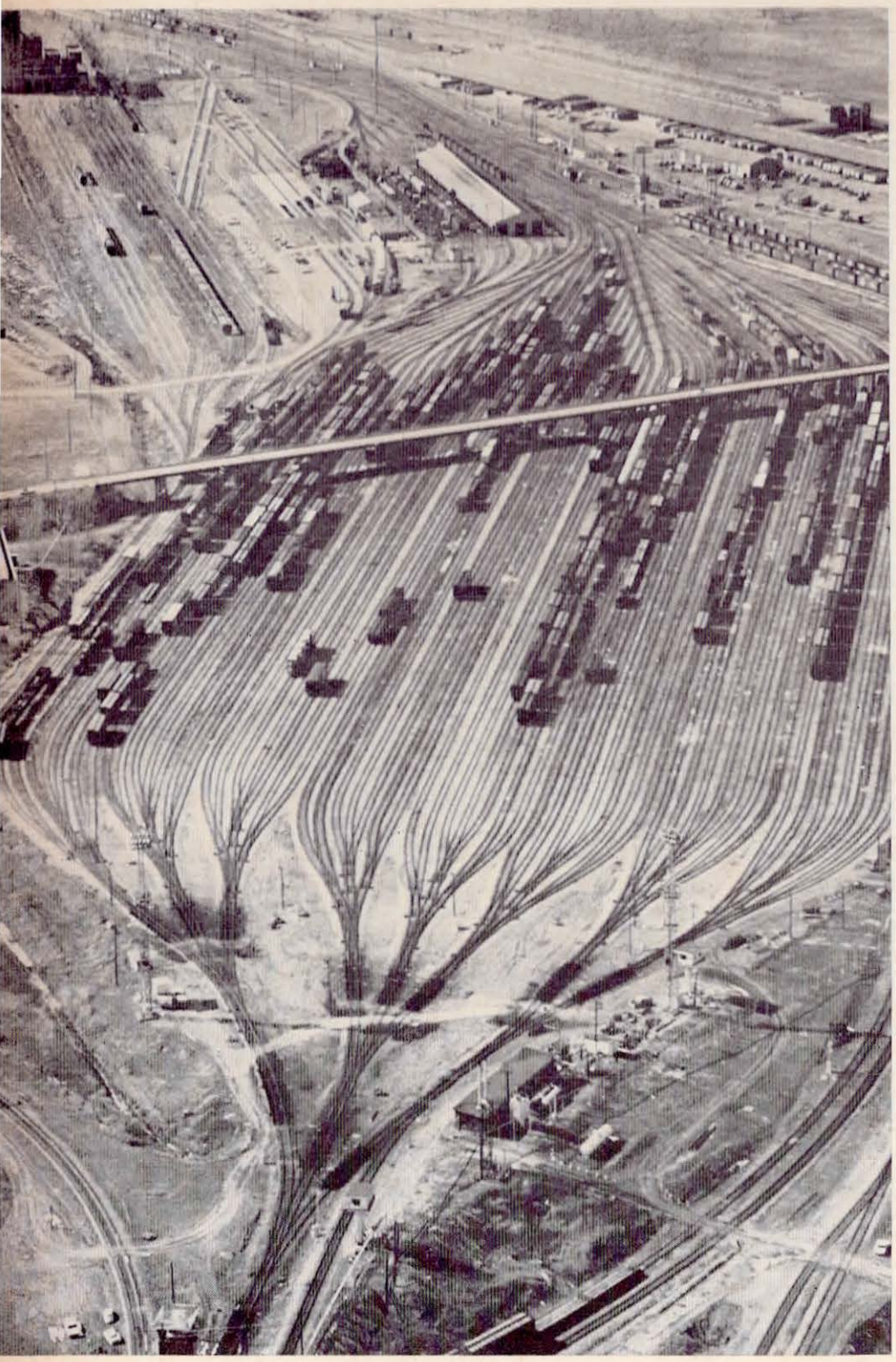
Circle 12 on reader service card

AN OPERATIONS JACKPOT

Argentine Superintendent E. J. Bruce (right), and Supervisor Data Processing D. E. DeGrange examine an IBM 1440 printout that pinpoints detention time for all the freight cars that moved out of the giant Santa Fe yard the day before.

This yard holds a

Santa Fe estimates it is saving more than $10,000 a month since



A basic statement of conventional wisdom about the computers at work on U.S. railroads is that computers are for people who think big.

The more modest men wrestling with less-then-cosmic problems seldom aspire to such hardware. Machine rentals run to many thousands of dollars per month.

But there are signs that the merit—and payoff—from "thinking small" when it comes to computer use may be increasing. Railroad officers have become more sophisticated about the machines. The unit-cost of computer work has declined.

● **Answer at Argentine?** Some intriguing possibilities for such computer applications are beginning to show at Santa Fe's Argentine Yard in Kansas City. The yard, just west of the Missouri River, is an important point in the road's transcontinental line.

At Argentine, just two years ago, Santa Fe installed an IBM 1440 and turned it over to Division Superintendent Everett J. Bruce. Bruce's experience with the computer at Argentine has proved exciting. Santa Fe's operating brass have been carefully charting operating facts—and betterments—with the exact profiles the Argentine computer produces daily. The economic justification for the machine, however, does not even depend upon the elusive values that can be created by operating betterments. Santa Fe figures the installation of the computer at Argentine has had an over-all value of more than $10,000 per month because of a relatively simple program with which cars are properly homerouted at Kansas City. Such a payoff is built of reduced per diem payments, reduced switching charges and eliminated empty-car mileage.

● **A unique superintendent?** The office on the third floor of Santa Fe's ultramodern terminal offices at Argentine houses a division superintendent who may be one-of-a-kind on U.S. railroads. Bruce may be the only superintendent in the industry with a computer all his very own.

stop-watch on cars

installation of an IBM 1440 computer in the huge Argentine yard.

COMPUTER in Argentine yard consist room keeps a stop-watch on the time that each freight car sits in the yard.

He doesn't look like the swingers one expects around computers. Sitting behind his desk, often with a somewhat disreputable black fedora pulled down squarely on his head, Bruce talks about his computer in the traditional words that almost any railroader can quickly understand. He fumbles constantly with a blackened stub of a pipe. He could easily impress one as an authentic Super from the era when railroading was a fraternal art, with none of the modern business razz-matazz in his makeup.

His laconic manner, in fact, prompted a recent visitor to ask if he ever came into the office and got into a black mood because of some fall-off in operations during the night. The question was too much for him—he almost smiled. Waving a sheaf of computer printouts at the visitor, he said, "Yes—and can I ever do something about it with these."

"These" instantly refute any idea one may get that Bruce is an old-time line officer. He is about as old-fashioned as the IBM 1440 he has downstairs or the microwave towers and the powerful blue-and-yellow diesels that keep from five to seven thousand cars flowing through Argentine every day. The computer printouts enable Bruce to keep his fingers on the many pulses that add up to Santa Fe's heartbeat at Argentine. Computer experts think Bruce is the only superintendent in the industry with such instant answers at his fingertips.

The computer that is proving to be such an aid to Bruce's operating virtuousity has mnemonic core and capacity enough for a substantial company. And Bruce's "Brainbox" (in the alliterative tag of an admirer at Santa Fe's main computer complex in Topeka, 65 miles west) has a major assignment: to make Argentine Yard a more efficient valve for Santa Fe's transcontinental traffic and to optimize handling of the tonnage Santa Fe interchanges to and from the yard's dozen-or-so connecting carriers at Kansas City.

The computer works five main ways on Santa Fe operations at Argentine:

—Detention reports. Every morning, Bruce and other Argentine operating officers get a detailed report on every car that moved out of Argentine—either toward other Santa Fe points or to connecting carriers. And all of it is in terms of hours the cars were in Argentine. At a glance, Bruce and his staff can tell how many hours cars from connecting lines took to get rolling toward the West, from connecting lines to the East, from the West to connecting lines and from the East to connecting lines at Kansas City. The detention report also gives the time elapsed at Argentine before cars from the East rolled toward the West—and vice versa. The detention reports have enabled Argentine to steadily reduce detention time. Constant corrective measures have resulted from the merciless spotlighting of particular trains, switching moves, interchanges and other operating practices that have kept detention time high. Says Bruce, "The summaries of the detention reports show where the practices are that raise yard averages past where we want them to be. It's no trick at all to track such situations down and take corrective action."

—Diversions. The microwave towers with their reflectors pointed east and west of Argentine keep feeding messages, advance consists and diversion orders into the computer room on the first floor of the terminal's headquarters building. Diversion orders are immediately keypunched and entered on a disk file. When inbound consists and interchange lineups are keypunched, they're immediately compared with the diversion disk record. Whenever the computer matches a car with one on the disk, the computer kicks it out and prints a diversion order. Diversion lapses have been greatly reduced.

—Station accounting for approximately 35 of Argentine's territorial stations is centralized and worked on the yard's computer.

—Empty car movements. Bruce's computer prepares reports on empty car movements going west or east by class of car—and also on such movements to and from Santa Fe's connecting carriers. This data is furnished to Santa Fe's general superintendent transportation at Chicago where it is analyzed in terms of system cars and foreign cars and is used to police redundant moves and to improve car supply. Special instructions covering disposition of empty cars are put into the 1440, which scans consists of incoming trains and issues a printout calling attention to special instructions.

—Home routes. The Argentine 1440 keeps a record of all west-bound loaded cars received in interchange at Kansas City and from points between Kansas City and Chicago for 30 days. All eastbound foreign empties are compared by the computer to this file to find the cars that should be delivered in home route at Kansas City rather than hauling them to Chicago for delivery.

● **Where do you deliver?** Home routes, in fact, were what started Bruce to thinking about what kind of a payoff there might be for the Santa Fe if he could get his hands on a computer.

Home routes formerly were hand-checked at Argentine, as they are at practically all yards and terminals;

"That computer changes your thinking"

"We missed as often as we hit," recalls Bruce. "We operated with a unit record system—and we were up to our knees in punched cards. With Argentine getting anywhere from 700 to 900 cars from our connections and another 200 to 300 from intermediate points between us and Chicago, even a fraction of cars missed when they came back empty meant quite a lot of money to the Santa Fe. Every car we missed at Argentine usually got a ride east, mostly to Chicago. And each one of those cars represented additional switching cost, around three days of per diem and about six cents per mile per car moved."

● **Next, sell the idea.** Bruce isn't the sort who sits on ideas for long. He went to Topeka and huddled with Santa Fe's Car Service Superintendent Bernard Lalonde.

Lalonde, who heads up Santa Fe's interdepartmental braintrust charged with the task of formulating the overall system that will someday give the road computerized control of operations, was fascinated.

Bruce insisted the home route program alone would justify the 1440 at Argentine. Lalonde agreed, but noted to other members of the road's computer staff at Topeka that "Bruce is really after that machine to get his hands on some reliable view of Argentin'e operations in time for him to be able to control things—but he's right about how much money can be saved with that home route program."

Early in 1965, teams of operating officers hand-checked the cars that missed getting a proper home-route at Argentine and then calculated the costs involved in correcting the situation with traditional methods. They analyzed the manpower situation as it would be affected by installation of a computer and found there would be little saving in that direction because the force handling the unit record system then in use would be needed if the work was transferred to a computer.

In May 1965, an IBM 1440 was delivered to Argentine. "There I was," recalls Bruce, "with a roomful of machinery costing the Santa Fe $4,370 a month and a hatful of ideas that seemed to be fading by the minute."

● **Keep attack simple.** Bruce's assault on the conventional wisdom didn't end with his feeling that a local computer could be a moneymaker.

He also wanted his own kind of computer expert. Ignoring advice and convention alike, he hunted for his talent right at Argentine Yard. Bruce found his man in Donald E. DeGrange, an experienced yard clerk and car distributor. "I thought about the matter this way," says Bruce, "I had to have a man who understood Argentine Yard operations as well as I do—so we could talk meaningfully about what we needed to do to achieve our objectives."

Having picked his man, Bruce ran into the conventional wisdom of computer experts again. The computer manufacturer said six months was the minimum time needed to groom DeGrange for the task.

Instead, Bruce sent DeGrange to a three-week school for programmers and then set him to work designing the programs they would have to have ready when the 1440 was delivered. Bruce says the manufacturer was very helpful. "They assigned a man to Argentine to help Don get the programs ready for the hardware—they ran all over the country testing their programs on other people's machines."

Other projects ahead

It worked. With a minimum of problems, the programs worked after the 1440 began handling the work at Argentine. DeGrange went on after his rough baptism in programming to design the additional programs since installed on the 1440. Now he is working on other projects with which Bruce hopes to further refine operational control and efficiency at Argentine. Possibilities ahead are switching settlement reports, payrolls and an exception report that will automatically direct attention to all cars in Argentine Yard for more than 24 hours.

● **What is the final goal?** Bruce says the ultimate goal of such work as his handled by the computer at Argentine is perpetual inventory. "The whole thing aims toward that. I can't figure out how to achieve it without spending more money than such perpetual inventory would be worth."

But Bruce's original vision about the need for a computer at Argentine has already been handsomely proved. The 1440 scans eastbound consists for empties that should be home-routed at Kansas City (or at points intermediate to Chicago) and accomplishes such home-routes without any human help at all. Deliveries of such cars to connecting lines formerly averaged about 56% of the total that should have been so-handled. The computer, however, never misses home-routing a car to the correct junction.

● **How much is the rest worth?** The values generated by the rest of the programs on the 1440 at Argentine are lagniappe. And that lagniappe, in the view of Santa Fe operating officers, may amount to more money than the annual savings generated by the home-route program.

Operating officers with a daily, exact view of the detention times of cars moving through Argentine in all directions are in a position to control terminal operations as terminal operations have never been controlled before. Crew efficiency, switcher assignments, interchange practices and other facets of Argentine's work that affect the speed with which cars move through the giant yard are measured in a manner that suggests operating standards that can be adhered to.

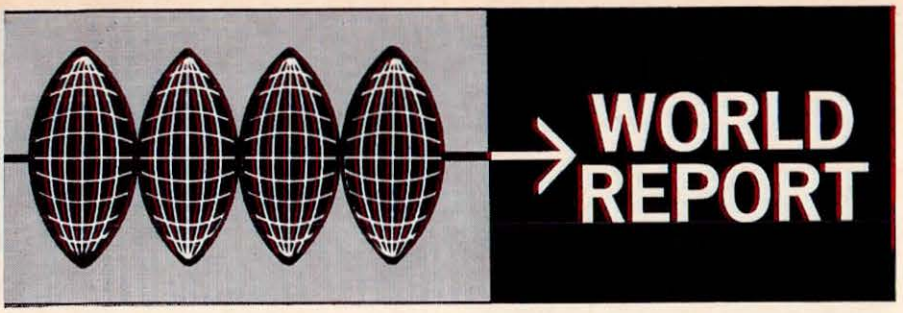
Bruce insists that the evolution of reliable standards and the development of more rational decision-making criteria in the minds of railway officers are very valuable by-products of the computer at Argentine.

"That machine changes your thinking," he notes. "When you keep an eye on such reports as those detention reports, day after day, you start wondering about why you do what comes naturally.

● **Does it apply elsewhere?** Ask Bruce how his experience applies to yards and terminals elsewhere and he shrugs. "Who knows? We have been able to justify a computer here by saving money and improving operations.

"The system we have here may not apply anywhere else in the country. Each yard and terminal is a unique problem. I think the kind of control we get as a result of our detention reports isn't hard to achieve.

"Personally, I am convinced that trends in the design of computers fit into the needs of rail terminal operations. I feel there is a definite future for local computers as operating tools. Both the standards and service requirements of yard and terminal work can justify computerized scrutiny of what actually goes on in such complex activity. It will be easier to justify the hardware if there is something obvious handy—like Argentine's home route problem—to generate dollar savings hard to ignore. But we may soon be able to put a dollar sign on the increases in operating efficiency triggered by the computer. Then, most any sizeable terminal may be able to carry the cost of a computer." ■



BIDS FOR THE CHUNNEL.

Who will get the $550,000,000 job of building the new English Channel railroad tunnel—the "chunnel" as it's called on the other side of the Atlantic —which will link Britain with the Continent?

Bids must be in to the British Ministry of Transport and the French Ministry of Equipment by April 15. Most eyes are fixed on the Channel Tunnel Study Group, which has been largely responsible for the decision by the two governments to build.

The Group has a committee of bankers, including Morgan Grenfell, Lazards, Barings, Rothschilds and Schroders from Britain; and Morgan Stanley and Dillon Reed in the U.S.

Fortuitously, a quarter interest in the Group is held by the Channel Study Company, which has a 26% British Railways holding. A further quarter interest is held by a French company in which French Railways (SNCF) have a 50% holding.

But other companies are in the field, and some may offer better terms. The possibility of an immersed tube was specifically mentioned in a memorandum from the British Ministry of Transport.

That could mean an even chance for the Costain group, whose U.S. associates include Healy Tibbits and Peter Kiewit, now engaged on the San Francisco Bay Area Rapid Transit project, as well as Kaiser and Tavares Construction.

Whoever gets the job will have to undertake to complete construction in 1974, ready for the first trains to run in 1975.

The tunnel will take three or four international passenger trains an hour —and it should be able to accommodate all the additional freight traffic anticipated between Britain and the Continent should Britain ever get into the Common Market.

JAPANESE EYEBROW RAISER.

Eyebrows have been raised at the latest Japanese idea for a new trunk railroad through Asia. Grandiose is the only word to describe the proposal to build a new line from Saigon, through Burma, India and Pakistan, ending up at Istanbul, some 2,500 miles west of Karachi.

How could such a project be justified when existing railroads already cover much of the entire route? Where would the traffic come from?

Even these objections are minor beside the major political ones. Three of the countries concerned are hardly on speaking terms — and the situation doesn't seem likely to change in the near future. And while things may improve in Vietnam, not many people would choose Saigon as the base of an immensely costly railroad project.

Still, the Japanese have a disconcerting habit of translating their dreams into reality. Already the Ministry of Transport in Tokyo has asked the Japan Railway Technical Service to make a long-range on-the-spot survey, beginning in April. Finance, it's suggested, may come from the recently formed Asian Development Bank.

Who knows, trains just might be rolling on that railroad by 1987.

MANANA IN HAVANA?

What's happening to Cuba's railroads? Well, very little, according to two British engineers who recently spent some time on the island.

Signaling is still primitive. And Cuban engineers claimed that if track conditions were about as bad as they could be, it was no surprise: there had been no proper maintenance for 35 years.

The two engineers, G. C. Lakin (Clayton Equipment Co.) and J. Wilson (Brush Electrical Engineering of the Hawker-Siddeley Group) were in Cuba to supervise the test runs of those Clayton 2,500-hp locomotives which almost caused a diplomatic incident two or three years ago.

Lakin told me: "Over many long stretches of the track there is virtually no roadbed at all. Permanent way engineers have almost abandoned usual maintenance operations. They are relying on long-term reconstruction to solve the problem."

Acceleration of the Clayton locomotives was faster than the Cubans—railwaymen or passengers—had been used to. On one run many of the passengers were left behind at the refreshment room.

Said Wilson: "They had been accustomed to clambering on the train long after the whistle had blown. Acceleration with the older units was so leisurely they had plenty of time to get aboard."

If track maintenance was non-existent, locomotive maintenance was good, Wilson told me. Every attempt was being made to give maintenance workers and drivers a high level of training.

"They seem to have settled for a steady long-term improvement plan, within their financial capacity, and I have a feeling they'll carry it through."

AEROTRAIN PROJECT.

While the mandarins of British Railways remain icily aloof from development of a British hovertrain, the French Government has given the go-ahead for a full-scale 100-km (62½-mile) Aerotrain track to be built between Paris and Orleans. The first Aerotrain service should be in operation in 1968.

Special stock and propulsion units for the Aerotrain will probably be supplied by the Société d'Etudes de l'Aérotrain (SEA), which has pioneered the Bertin air-cushion train in France.

First section of the track will be built this year north of Orleans along the Cercottes forest. Constructed of prefabricated concrete T-section, the new track will be elevated on towers 16 ft high.

JOYS OF COMMUTING.

Tokyo commuters enjoy a standard of service unknown in New York, London or Paris. According to Japan Information Bulletin, published by the Japanese Embassy in London, railways there increased their staff of "pushers" (who heave commuters into the trains) and scrapers (who sweep away the overflow) for the winter period. Reason was not so much an increase in the number of passengers as in the cubic area each occupied while wearing winter clothing.

"In the confusion train windows are broken, pneumatic doors are jammed, passengers slip and are trampled on, and girls lose their high heels" says the report. Tokyo's first spring sunshine when the luckless commuters will be able to leave those bulky overcoats at home, should bring some relief. Meantime, a centre has been established to find some answer to the problem by next winter.

—JOHN LEVETT

NEW PRODUCTS REPORT

Noise-cancelling Handset (RA-1)

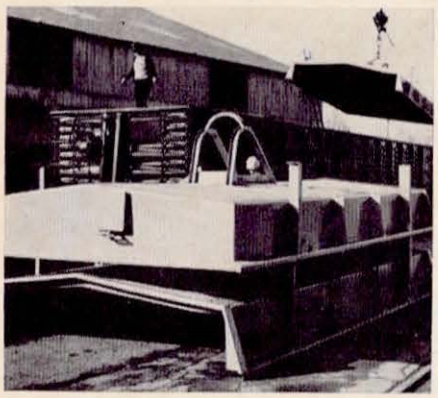
A close talking, noise-cancelling dynamic microphone telephone type handset, for use in vocoder systems, can be used effectively in environments of high ambient noise and reverberant acoustics. This unit is particularly designed to maintain speech reproduction without masking or distortion. The dynamic microphone has a frequency response of 70 Hz to 5 kHz and noise discrimination averages 15 dB. The output impedance is 150/250 ohms. *Altec Lansing Corp.*

Cable Fault Detector (RA-2)

The path of low-voltage, buried underground cables can be detected, and shorts, grounds, high resistance faults and open circuits found simultaneously by a new portable instrument. This unit permits one man to both trace the cable and locate the fault in one operation. It works with almost any buried cable whether shielded, unshielded or lead sheathed. The device consists of three units: a line-operated transmitter, a hand-held detector, and a probe. *Associated Research, Inc.*

Measuring System (RA-3)

Data-Cube system automatically controls moving packages through ultrasonic sound sensors which provide a cube size measurement to an accuracy of 0.2 in. per linear side. Electronic calculations are made in less than half a second. Measuring and weighing process averages 2 sec per package. Packages are accepted in sizes up to 3 ft x 3 ft x 5 ft, up to 500 lb. Modular and multiplexing features of system also permit tie-in to computer operation. *Detecto Scales.*



Gondola Cover (RA-4)

The E-Z Stack cover, available for all gondola sizes, can be modified for various types of lading. Corrugated roof sections are supported on carlines which extend from side sheet to side sheet to which they are welded. Each section has five roof sheets automatically welded to carlines, side sheets and end sheets. Roofs are formed at the center to provide a 6-deg slope. An angle on each end section interlocks with a channel at each end of the center section, making covers waterproof. Lifting brackets have a 21-in. clear opening with a 9-in. radius at top for removal of C-hook used transversely. Each bracket is composed of two 3-in. channels tied together with a third 3-in. channel to permit longitudinal use of C-hook. Covers also have four lifting lugs for chain removal. Inspection openings and vents on each end section are 10 in. square, covered by hinged doors equipped with weighted latch for positive locking. Space at bottom of door for air circulation keeps condensation at a minimum. Self-nesting covers are stacked on corner posts, four to a section, welded to side sheets. *Greenville Steel Car Co.*

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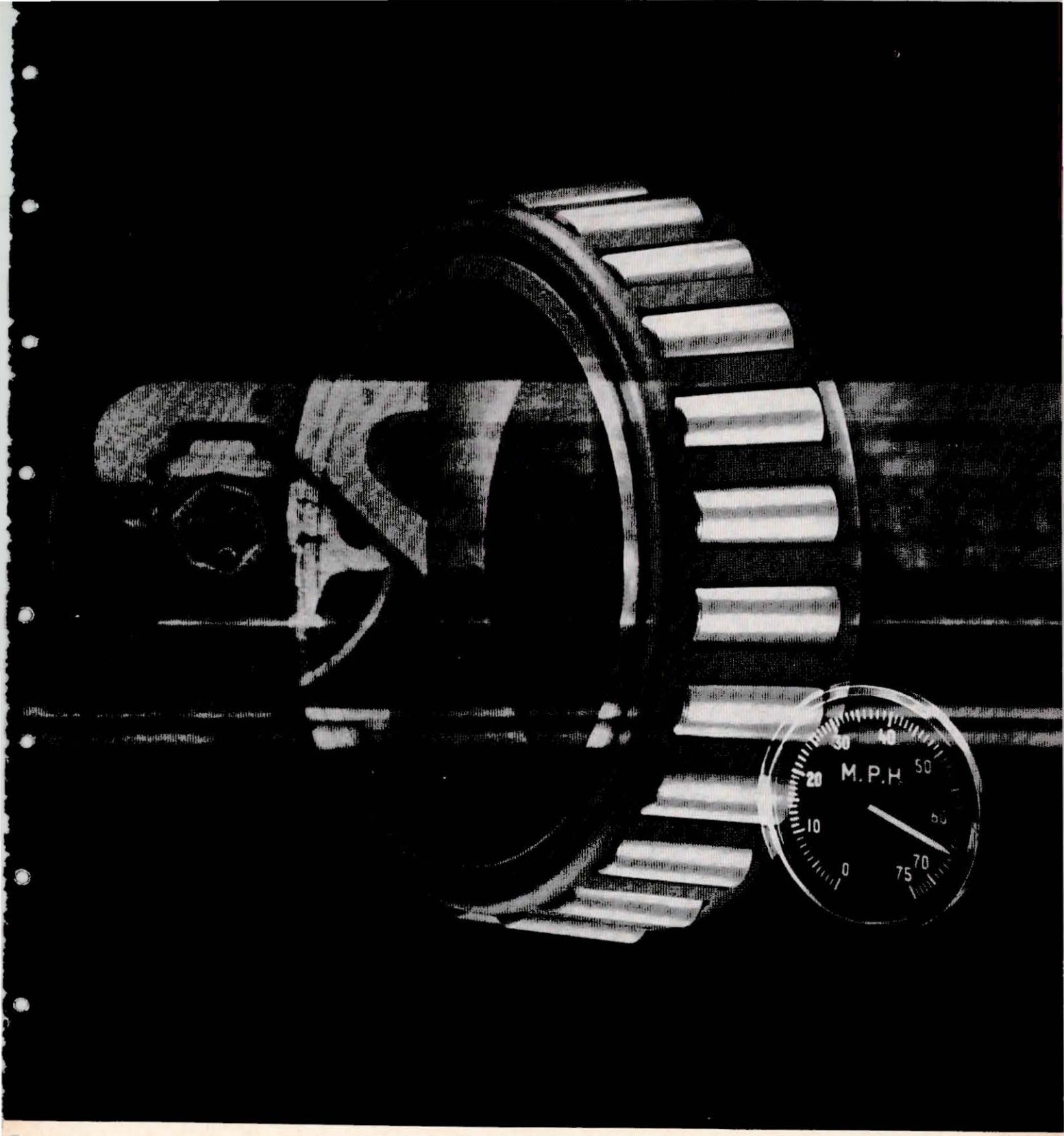

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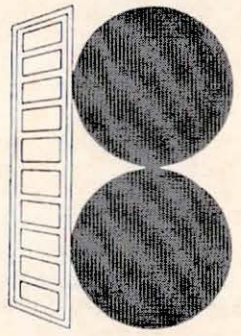

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PEOPLE IN THE NEWS

ATLANTIC STATES SHIPPERS ADVISORY BOARD.—Peter J. Ward appointed secretary, 63 Vesey Street, New York, succeeding **Thomas H. Myers,** who has accepted a position in the Transportation Department, **Jersey Central.** Mr. Ward is a former employee of the **Reading** and more recently has been a car service agent, **Association of American Railroads,** at New York.

BANGOR & AROOSTOOK.—Linwood W. Littlefield, assistant manager of car service, Bangor, Me., promoted to manager of car service there, succeeding **Frank D. O'Brien,** retired.

DEPARTMENT OF TRANSPORTATION. — Albert Scheffer Lang has been nominated Federal Railroad Administrator at DOT (RA, March 13, p. 8). The appointment is awaiting confirmation of the Senate. Mr. Lang is currently Deputy Undersecretary of Transportation for Research, Department of Commerce. Mr. Lang began his career with the Denver & Rio Grande Western in 1949. He later became instructor in railway construction, operations and maintenance, U.S. Army Transportation School, Fort Eustis, Va. In 1956 he was named assistant professor of transportation engineering, Massachusetts Institute of Technology. He joined the New York Central in 1962 as director of operating data systems and went with the Department of Commerce in 1965.

NEW HAVEN.—James M. Finch, assistant vice president—planning and research, New Haven, Conn., promoted to vice president—planning and research. This post was formerly held by **Frederick J. Orner,** now senior vice president (RA, May 30, 1966, p. 96). Mr. Finch will continue to report to Mr. Orner. Abolished position of assistant vice president—planning and research.

NEW YORK CENTRAL.—U. William Cunitz, manager of news services, New York, appointed manager of public relations.

Charles R. Drake, freight sales manager, St. Louis, Mo., appointed Pacific Coast freight sales manager, San Francisco, Calif., succeeding **John J. Dan,** named assistant vice president—freight sales and service, Cleveland (RA, Feb. 27, p. 48).

William J. Grabske, assistant to shop superintendent, East Rochester, N.Y., appointed supervisor of production—planning—control, equipment department, New York.

REA EXPRESS.—C. D. Vannoy, vice president, treasurer and controller, appointed vice president—finance. **Richard T. Kent,** assistant treasurer, named treasurer. **Walter R. Krause,** director, Budget & Cost Division, appointed controller.

OBITUARY

A. M. Rieck, 85, retired supervisor of loss and damage prevention, **Chicago & North Western,** died March 5 in Westlake Hospital, Melrose Park, Ill.

R. J. Stone, 60, retired vice president, **Frisco,** died March 8 at Winter Haven, Fla.

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Richard J. Green
P-S

Albert G. Maier
GRS

Art Hanford
Simmons-Boardman

Elsworth L. Abbott
Simmons-Boardman

SUPPLY TRADE

Ryan M. Caulfield has been appointed vice president in charge of sales, **Ellcon-National,** Totowa Borough, N.J. Mr. Caulfield was formerly sales manager.

Charles W. Plunkett has been appointed general manager sales, Railroad and Construction Divisions, **Jackson Vibrators.** Mr. Plunkett will initially take up his duties at the home office in Ludington, Mich., but will establish a sales office in Chicago in the near future. Prior to joining Jackson, Mr. Plunkett was manager of signals, communications and maintenance of way equipment, **Missouri Pacific.** Previously he had been sales manager, Matisa Equipment Corp. and Matisa Railweld and had served in various capacities with the Rock Island.

Richard J. Green has been appointed assistant general manager of freight car engineering, **Pullman-Standard Division** of **Pullman Incorporated. William G. Sears** replaces Mr. Green as manager, freight car engineering at the Butler, Pa., plant.

Albert G. Maier, western manager, **General Railway Signal Co.,** has been appointed manager, mass transit sales, New York. **Robert K. Wickliffe,** assistant western manager, has been appointed western manager, succeeding Mr. Maier in charge of the Chicago sales offices.

Simmons-Boardman Publishing Corp. announces the appointment of **Art Hanford** as managing editor, **Railway Purchases & Stores,** and associate editor, purchases & stores, **Railway Age,** Chicago. Mr. Hanford was with the Chesapeake & Ohio 1953-1958 as photographer and public relations assistant; and subsequently served as chief photographer and public relations aide with the Brotherhood of Locomotive Engineers, Cleveland.

Elsworth L. Abbott was recently named associate editor of **Railway Age** and **Railway Signaling & Communications,** at Chicago.

P. Owen Willaman promoted to general manager of railroad sales, **New York Air Brake Co.,** succeeding **R. Lee Mitchell,** named executive assistant to the president, railroad sales. Mr. Willaman joined the company in February 1965. **William M. Lynch** assumes charge of new product development and marketing research, reporting to Mr. Willaman.

Francis C. McMath, executive vice president, **Whitehead & Kales Co.,** Detroit, Mich., has been named president, succeeding **S. E. Hebert,** who has retired after 49 years of service. **E. H. Webster,** vice president in charge of the structural division, has been appointed executive vice president. **W. R. McCormick,** vice president, commercial division, has been elevated to the newly created post of senior vice president.

A. M. Riddle, director of marketing, **CF&I Steel Corp.,** retired Feb. 28, after almost 50 years of service.

Charles O. Jenista, district manager, **Aeroquip Corp.,** has been appointed special representative, **Western Railroad Supply Co.,** division of **Western Industries,** Chicago.

Earl W. Miller, acting general manager, **Mannix International Inc.,** has been appointed general manager.

William W. Poirier has been named to the newly created position of assistant director of purchases, **General American Transportation Corp.** He was formerly director of procurement, Aero Commander Division of **Rockwell-Standard Corp.**

P. Owen Willaman
N.Y. Air Brake

R. Lee Mitchell
N.Y. Air Brake

Robert G. Jurs has assumed new duties as assistant manager, transportation industry, **Kaiser Aluminum & Chemical Corp.,** Oakland, Calif. Mr. Jurs has been with the company since 1961, assigned to the Market Development division, where he was involved in studies of utility-coal-railroad movement, and bulk commodity railroad shipments.

Morris Warshal has been appointed director of engineering-rail car, **Evans Products Co., Transportation Equipment Group,** Plymouth, Mich. **George B. Lynch** has been named assistant to the vice president and director of industrial engineering, Evans' Railcar Division. **Jack E. Milligan** appointed chief industrial engineer, Railcar Division, Plymouth plant.

C. E. Miller has been appointed purchasing agent for trackwork material, **Frog, Switch & Manufacturing Co.,** Carlisle, Pa.

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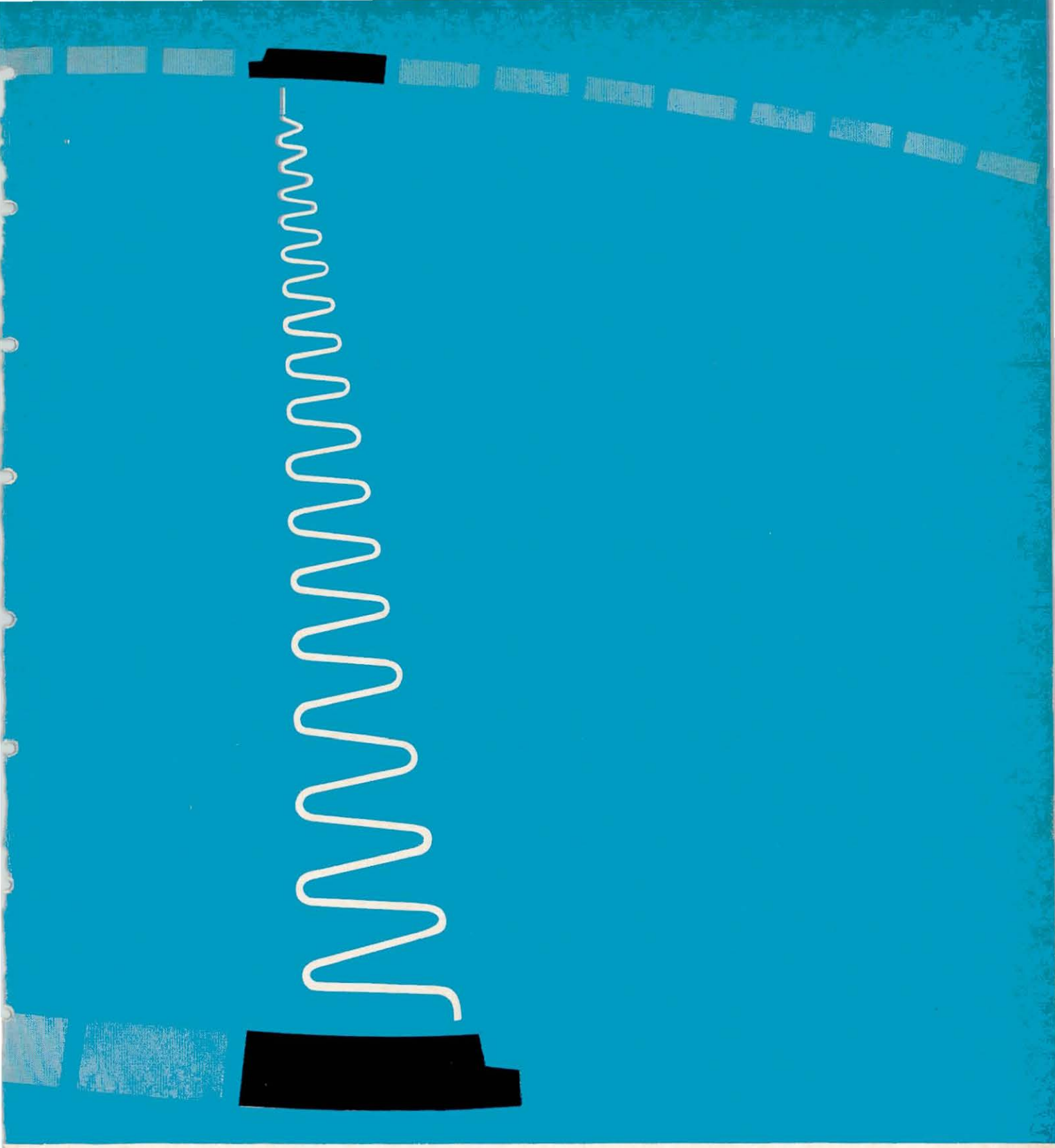

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WATCHING **WASHINGTON** WITH WALTER TAFT

TAFT

BRIGHT FUTURE FOR AIR FREIGHT—Predictions that air freight traffic will chalk up impressive gains in the next 10-15 years have featured recent speeches by the Chairman of the ICC, Commissioner William H. Tucker, and one of his colleagues, Commissioner Walrath, who was the Commission's 1963 chairman. Tucker made this prediction at a recent meeting of American Trucking Associations' Common Carrier Conference of Irregular Truckers. He said air freight "will rapidly gain in prominence in the 1970's."

For this forecast, the Commission's chairman relied principally on experience of the 1957-1963 period, when revenue ton-miles of air cargo more than doubled. Tucker also expects the air-cargo business to exceed the airlines' passenger traffic in less than ten years. "Birdieback will be as prevalent in the 1970's and 1980's as piggyback and fishyback are today," he continued.

TALK OF TWO CENTS PER AIR TON-MILE—Meanwhile, Commissioner Walrath was telling the Air Freight Motor Carriers Conference that the Commission has been "keenly aware of the phenomenal relative growth of air-freight tonnage." It has noted that the air carriers' earlier goal of a billion ton-miles was achieved in 1965, and it is hearing predictions that this total will rise to 8.4 billion by 1975 and 20.8 billion by 1980. Walrath's guess is that "even these figures may prove to be conservative."

Other predictions cited by the Commissioner were appraised by him as leaving "little doubt that the relative cost advantage of the motor carriers and railroads will diminish dramatically with the arrival of a new generation of jet aircraft having expanded capacity and greater fuel efficiency." The predictions he had in mind are those of aeronautical engineers who are expecting 2 cents per ton-mile within the next decade. Latest figures of the Civil Aeronautics Board, for 1965, indicate that airline freight costs were then about 17.7 cents per ton mile. The 2-cent predictions prompted Walrath to exclaim, "Think what that could do to present traffic patterns!"

EQUIPMENT BREAKTHROUGH NEEDED—Other matters on Chairman Tucker's mind when he talked to the irregular route truckers included technical developments which will "force the different modes to offer a fully coordinated, even integrated, service in order to meet public demand." The Chairman went on to express how coordination could be advanced by uniformity in container design. He said there was nothing he would rather be than in a position to predict "the prospect of real breakthrough in the use of containers for the immediate future." He recognized that some progress has been made in recent years—but he finds it outpaced by the increasing need for acceptance and implementation of uniform equipment sizes, shapes and riggings.

Tucker concedes that "competitive technology" remains important. He feels, nevertheless, that it is possible to maintain "a distinction between the basic technical needs of competition and the transport industry's need to improve the system as a whole."

TRUCK TRAINS WILL GET BIGGER—The ICC Chairman also had some bad news for the railroads in relation to their drive to keep public roads free of what they call highway freighters. He noted that, at the end of 1966, 35 states permitted a tractor to pull two trailers in combination. "This number will increase rapidly," Tucker continued, adding: "The allowable lengths of these tandems or double trailers will go from 60 through 65 feet to somewhere in the area of 98 through 108. The axle and gross weight allowed on most highways will likewise increase to correspond with better road construction."

Freight and Passenger Car Charts

These charts are very helpful to AAR billing clerks, mechanical engineers, purchasing and stores personnel, car inspectors, write-up men, car foremen, and anyone else who needs a knowledge of car parts and their relation to each other.

The charts include a cutaway diagram of the car and a listing of important parts with arrows showing where each is located. These charts are a part of standard training programs used on a number of major railroads.

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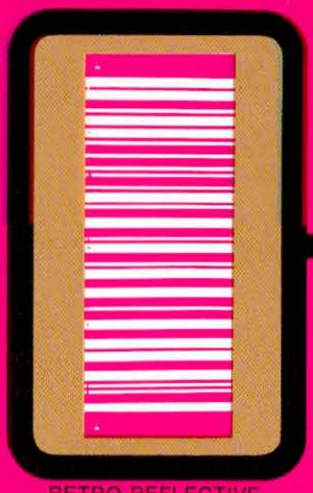

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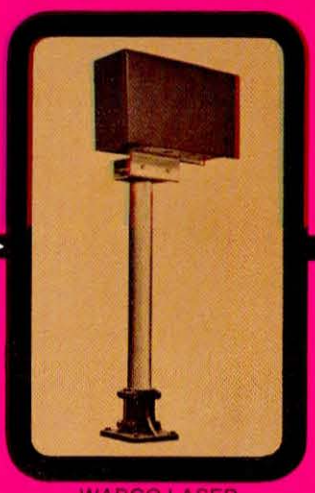

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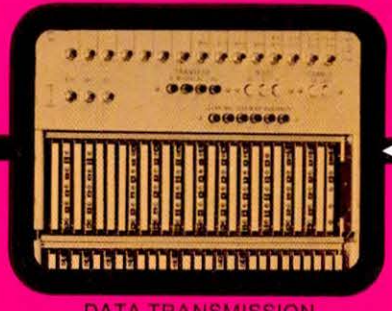

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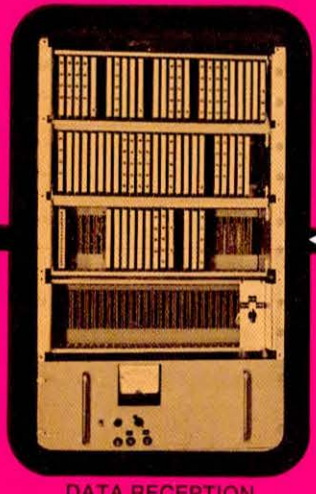

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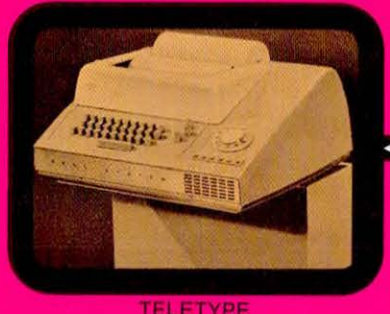

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3. Integrated circuit logic	yes	no	no
4. Solid state detection	yes	no	?
5. Maximum reflectance from Scotchlite®	yes	no	not applicable
6. Color of signs critical for accurate readings	no	yes	not applicable
7. Infra-red light source	yes	no	not applicable
8. Direct reading of coded alphabetic characters	yes	no	yes
9. Vertical scanning	yes	yes	no
10. One-man installation	yes	no	?

In addition to providing the most advanced concept in automatic car identification, WABCO offers a system that can perform the full range of ACI functions—from simple car reporting and automatic weigh-in-motion, to yard humping, maintenance shopping, route selection and dispatching, and inputs for payroll computation.

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In short, WABCO's ACI is the simplest, most complete system available. Write to Vice-President—Marketing, Union Switch & Signal Division, Westinghouse Air Brake Company, Pittsburgh, Pa. 15218. Ask for Bulletin #1119.

MARKET OUTLOOK

Carloadings

Loadings of revenue freight in the week ended Mar. 11 totaled 521,632 cars, the Association of American Railroads announced on Mar. 16. This was a decrease of 12,238 cars, or 2.3%, compared with the previous week; a decrease of 35,968 cars, or 6.5%, compared with the corresponding week last year; and a decrease of 27,104 cars, or 4.9%, compared with the equivalent 1965 week. Ton-miles generated by carloadings in the week ended Mar. 16 are estimated at 13.6 billion, a decrease of 4.2% below the corresponding week of 1966, and 4.8% above the 1965 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, March 11

District	1967	1966	1965
Eastern, including Allegheny and Pocahontas	196,045	226,830	227,145
Southern	116,275	119,131	116,394
Total Eastern and Southern Districts	312,320	345,961	343,539
Northwestern	61,749	58,528	60,240
Central Western	108,983	111,960	107,158
Southwestern	38,580	41,151	37,799
Total Western Districts	209,312	211,639	205,197
Total All Roads	521,632	557,600	548,736
Commodities:			
Grain and Grain products	50,936	55,263	49,888
Livestock	1,704	1,736	2,207
Coal	93,566	108,783	99,977
Coke	6,576	8,590	8,741
Forest Products	41,225	40,687	38,961
Ore	18,031	18,302	18,674
Merchandise l.c.l.	5,066	6,530	10,591
Miscellaneous	304,528	317,709	319,697
March 11	521,632	557,600	548,736
March 4	533,870	544,836	531,658
Feb. 25	504,271	536,003	504,689
Feb. 18	530,671	537,702	529,594
Feb. 11	499,811	534,350	512,582
Cumulative total, 10 weeks	5,158,485	5,300,836	5,242,442
Estimated revenue ton-miles (billions) 10 weeks	135.5	135.0	124.4

PIGGYBACK CARLOADINGS.—U.S. piggyback loadings for the week ended Mar. 4 totaled 24,249 cars, carrying 40,845 trailers, compared with 22,479 cars, carrying 37,057 trailers, in the corresponding 1966 week. Loadings for 1967 up to Mar. 4 totaled 194,531 cars, carrying 317,432 compared with 182,961 cars, carrying 300,826 trailers, in the corresponding period of 1966.

IN CANADA — Carloadings for the seven-day period ended Feb. 28 totaled 69,541 cars, compared with 68,759 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Feb. 28, 1967	69,541	25,152
Feb. 28, 1966	77,979	27,578
Cumulative Totals		
Feb. 28, 1967	579,128	205,542
Feb. 28, 1966	597,511	209,082

FREIGHT TRAIN CARS

► *February Bad Order Ratio 0.3% Lower Than Last Year.*—Class I roads on Feb. 1 owned 1,496,040 freight cars, 16,837 more than on Feb. 1, 1966, according to the AAR report summarized below. Bad Order Ratio was 0.3% lower than on Feb. 1, 1966.

	Feb. 1, 1967	Feb. 1, 1966	Change
Car ownership	1,496,040	1,479,203	+16,837
Waiting repair	74,634	78,790	—4,156
Repair ratio	5.0%	5.3%	—0.3%

PIGGYBACK

► *Seaboard Air Line.*—Will add 500 insulated highway trailers to its fleet to meet increasing piggyback demands for shipments of watermelons, fresh citrus and single strength fruit juices. The trailers will be 40 feet long and have 2,400-cubic-foot capacity.

LOCOMOTIVE SPECIAL

► *Locomotive Ownership and Condition.*—Class I roads owned or leased 27,516 diesel units on Jan. 1, an increase of 83 units over Jan. 1, 1966, according to AAR yearly summary; steam locomotive ownership was reduced by 3.

	Owned or Leased Jan. 1		Stored Serviceable Jan. 1		Waiting Shops Jan. 1	
	1967	1966	1967	1966	1967	1966
Diesel (Units)	27,516	27,433	148	210	1,603	1,699
Steam (Locomotives)	3	6	1	1	—	1
Electric (Units)	344	362	20	15	19	24
Gas Turbine-Electric	31	31	8	11	11	7

► *1,362 New Units Installed in 1966.*—Class I roads installed 1,362 new and 32 rebuilt diesel-electric locomotive units in 1966, according to the AAR yearly summary. In 1965 they installed 1,369 new and 71 rebuilt units. Locomotive units on order Jan. 1, 1967, totaled 388, all of which were diesel-electric. On Jan. 1, 1966, Class I railroads had 508 locomotive units on order, all of which were diesel-electric.

SPECIAL

► *Jersey Central.*—Purchased 12 REM-GUN high-capacity pressure cleaning guns from Railroad Equipment & Methods Co. The equipment will be used for snow and ice removal from switches, derails and flangeways.

NEW FACILITIES

► *Louisville & Nashville.*—Awarded a contract for construction of a new 9,000-ft passing track at Trezevant, Tenn. Construction of the 179-car-capacity track was made necessary by increases in traffic over L&N's line between Memphis and McKenzie, Tenn., which now carries six through freight trains, two local freights and two passenger trains daily. When the new track is in service, L&N will eliminate shorter passing tracks at Trezevant, Milan and Gibson, Tenn.

► *PATH.*—The ICC has granted approval to Port Authority Trans-Hudson (New York) to install a mechanical trip-type automatic train stop system between Journal Square and Newark, N.J., to replace an automatic cab signal system on two tracks.

YOU OUGHT TO KNOW

MP group joins C&EI board: With Missouri Pacific control of Chicago & Eastern Illinois now firmed up, four MP representatives have been named to C&EI's 13-man board of directors. They'll serve until C&EI's annual meeting is held, May 12. In the MP group are William G. Marbury, chairman of the executive committee; Downing B. Jenks, president; Robert H. Craft, chairman of the finance committee; and Don L. Manion, vice president of MoPac at Chicago. Manion was also elected executive vice president of C&EI.

The commuters are restless: An oldtime winter in Chicagoland may turn out to be a blessing, rather than the curse it has seemed to be for Chicago South Shore & South Bend. In the past, South Shore has been unable to get subsidy-help for equipment, largely because there's been no regional plan—and no regional planning group through which funds might be channeled. Now, after the road's troubles during the big storm of '67 (RA, Feb. 20, p. 36), help may be on the way. A commuter group indicates it will support efforts to get a northwestern Indiana-northeastern Illinois planning organization going. Meanwhile, CSS&SB reported a slight increase in net income for 1966. But, President James B. McCahey, Jr., added, '67 will be "most difficult financially. There is a continuing rise in prices of goods and services, and the costs of maintaining our antiquated passenger equipment continue to balloon."

Threat to passenger service: The Post Office Department's policy of eliminating railway post office cars from passenger trains might also eliminate Rock Island's passenger service. This was the warning sounded last week by RI Chairman and President Jervis Langdon, Jr., who said there would be an immediate threat to RI's Chicago-Omaha and Chicago-Peoria service if mail is diverted to air or truck service. The PO is currently studying rail mail service on those lines.

War traffic heavy: Nearly 3,000 railroad cars and some 8,500 trucks moved military freight into West Coast ports for shipment overseas in January. The San Francisco Port of Embarkation reported the military tonnage for the first month of the year exceeded all but three of the highest monthly shipments during World War II. January tonnage hit 988,000 measurement tons—close to World War II's highest month, June, 1945, when 1,115,800 tons were handled.

February fines: Fines totaling $77,350 were paid in February by 41 railroads for 331 violations of the Safety Appliance, Hours of Service, Signal Inspection, Locomotive Inspection, and Explosives and Other Dangerous Article acts. Biggest payers, according to the ICC were: Southern Pacific, $7,100; Pennsylvania, $7,000; Kansas City Southern, $6,000; Missouri Pacific, $5,100.

Record for Hydro-Train: The Puget Sound Alaska Van Lines' Hydro-Train Palmer towed by the tugboat Mercury has set a new record for the 1,400-mile run from Seattle, Wash., to Whittier, Alaska. The trip was made in 4 days and 23½ hours, the shortest running time since the service began in August 1963.

Soo Line fireman honored: Alec D. Turney, a fireman on Soo Line, is the winner of the ninth annual Brotherhood of Locomotive Firemen & Enginemen safety award. He'll be honored as the 1966 award recipient at a dinner March 30 in Washington. The incident that earned the 36-year-old Soo Liner the award occurred in January of last year near Ashland, Wis., when Turney was working on a yard job. As his train moved onto a high trestle, he saw a young boy crouching on the tracks ahead, apparently hoping the train would pass over him safely. Turney, figuring that the lad would either be crushed or thrown from the bridge, ran to the front of the locomotive, motioned to the boy to stand up, and then pulled him to safety an instant before the train might have struck him.

Truck Tonnage: Intercity truck tonnage in the week ended March 4 was 8.1% above that of the previous week, and 0.8% below the volume in the corresponding week of 1966, according to the American Trucking Associations.

Current statistics

Net Income	
12 mos., 1966	$902,000,000
12 mos., 1965	815,000,000
Carloadings, revenue freight	
10 wks., 1967	5,158,485
10 wks., 1966	5,300,836
Freight cars on order	
Feb. 1, 1967	51,450
Feb. 1, 1966	45,754
Freight cars delivered	
1 mo., 1967	7,217
1 mo., 1966	7,724
Serviceable cars	
Feb. 1, 1967	1,421,406
Feb. 1, 1966	1,400,413

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VIEWPOINT

So who's bashful now?

Not long ago an important Congressman asked, in these pages: "Are the railroads too bashful in Washington?" He thought they were—that they weren't getting their story across with sufficient oomph, impact and documentation.

The public airing of this question created some consternation among those who never want to rock the gondola; but privately, a dozen railroad presidents wrote to us to say they couldn't agree more, and to ask: Can't something be done?

Well, something has been done. During the most disturbing legislative crisis to confront the railroads in many a year, our industry was anything but reticent about stating and documenting and driving home its views. The railroads (as represented by the AAR) and the railway supply industry (through the Railway Progress Institute and the American Railway Car Institute) moved aggressively, effectively, and most unbashfully in their fight for restoration of the 7% investment tax credit.

Shotgun and rifle

They employed, on one front, the shotgun approach, telling everyone who would listen (through the pages of the business and the consumer press) what was happening to the railroad industry as a result of the tax credit suspension: Orders for new freight cars and locomotives were drying up, with the gravest implications for a national economy that still moves, when it moves at all, on steel wheels guided on a fixed path over steel rails.

Even more effective was the rifle approach. Industry leaders talked long and hard with key men in Congress—men such as Wilbur Mills of Arkansas, chairman of the House Ways and Means Committee. These men listened; they were impressed; they were concerned; they gave private assurances that the suspension would be lifted before the announced date of Jan. 1, 1968. But how long before? Such assurances weren't enough. There were further talks, further chilling documentation of the crisis the Administration had created by making it attractive for buyers to embargo all purchases except those necessary to safety and minimally efficient operation.

Bashful? Hardly. If anything, there were times when it seemed that some of our public pleaders were getting a little too enthusiastic, were painting the picture a little too black. But on the whole the industry acted with statesmanship and restraint. The truth was bad enough; it did not have to be decked out with mourning bands.

As soon as the fight was won, there were those who wondered if it had really been necessary. If you read only the wire-service reports, it seemed that the President had acted not because of the pressures brought to bear by any single sector of the business community—but because his own Administration had produced and published a survey showing that his "anti-inflation" program had achieved its goals; that, in fact, the economy as a whole had cooled off far faster than anyone in Washington thought possible six months ago.

There can be no doubt that this survey—showing that business expansion, during the period of the tax-credit suspension, had simmered down to a tepid 3.9% annual rate of increase—helped make up the President's mind.

But no less an authority than The New York Times, whose business reporters generally try to probe below the first layer of the news, believes that there was a second important factor which led LBJ to ask for restoration of the credit three months ahead of the most optimistic forecast.

On the mark

The Times reported, on March 14: "A strong possibility had arisen of 'piecemeal' restoration of the tax credit for a few hard-hit industries, *led by the makers of freight cars and locomotives for the railroads*, whose orders had fallen off drastically. This could have happened through riders attached by Congress to other legislation." (Italics admiringly supplied.)

So the fight did pay off—and all of us owe a debt to those who were in there on the front line: Dan Loomis and Gregory Prince of the AAR, Ashley Gray and Nils Lennartson of the RPI, Fred Schroeder of the ARCI—

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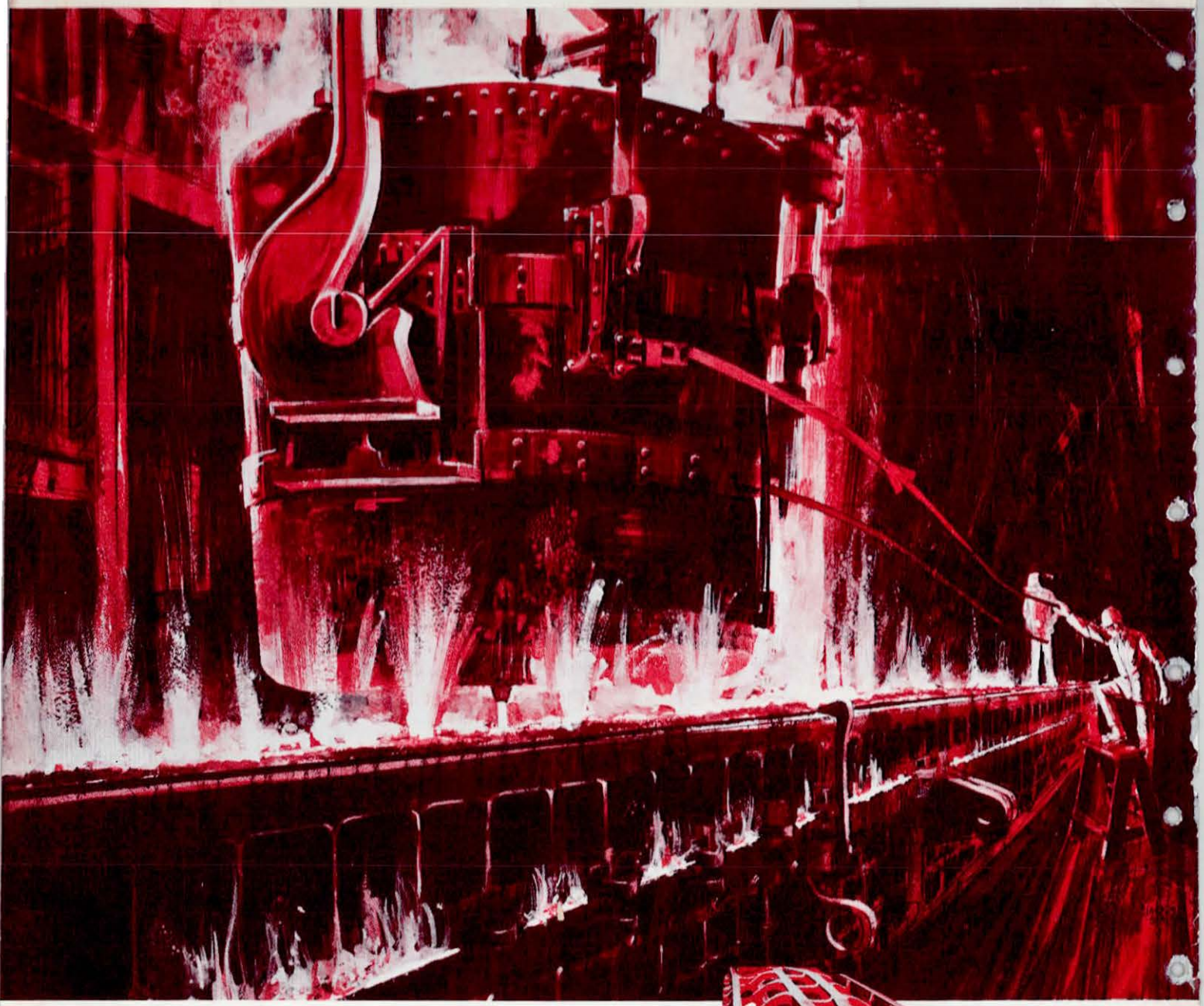

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